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No. 21,784

號肆拾捌百柒仟壹萬式第

日廿月參辰戊

HONG KONG, WEDNESDAY, MAY 9th, 1928. 叁拜禮

日玖月伍年八廿百九仟壹英

PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Kowloon	8.40	8.05	8.30	9.10	10.00	12.00	1.15	2.35	3.00	4.20	4.45	5.10	5.40	6.10	6.40	7.10	7.40	8.10	8.40	9.10	9.40	10.10	10.40	11.10
Yau Ma Tei	8.49	8.14	8.39	9.19	10.09	12.09	1.24	2.44	3.09	4.29	4.54	5.19	5.49	6.19	6.49	7.19	7.49	8.19	8.49	9.19	9.49	10.19	10.49	11.19
Shatin	7.01	7.26	7.51	8.31	9.21	11.21	1.36	2.56	3.21	4.41	5.06	5.31	6.01	6.31	7.01	7.31	8.01	8.31	9.01	9.31	10.01	10.31	11.01	11.31
Tai Po	7.15	7.40	8.05	8.45	9.35	11.35	1.50	3.10	3.35	4.55	5.20	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45
Tai Po Market	7.20	7.45	8.10	8.50	9.40	11.40	1.55	3.15	3.40	5.00	5.25	5.50	6.20	6.50	7.20	7.50	8.20	8.50	9.20	9.50	10.20	10.50	11.20	11.50
Fanning	7.35	8.10	8.35	9.15	10.05	12.05	2.10	3.30	3.55	5.15	5.40	6.05	6.35	7.05	7.35	8.05	8.35	9.05	9.35	10.05	10.35	11.05	11.35	12.05
Shumshun	7.41	8.16	8.41	9.21	10.11	12.11	2.16	3.36	4.01	5.21	5.46	6.11	6.41	7.11	7.41	8.11	8.41	9.11	9.41	10.11	10.41	11.11	11.41	12.11
Canton	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Canton	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shumshun	7.18	7.43	8.08	8.48	9.38	11.38	1.53	3.13	3.38	4.58	5.23	5.48	6.18	6.48	7.18	7.48	8.18	8.48	9.18	9.48	10.18	10.48	11.18	11.48
Shengshui	7.25	7.50	8.15	8.55	9.45	11.45	2.00	3.20	3.45	5.05	5.30	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25	10.55	11.25	11.55
Fanning	7.30	7.55	8.20	9.00	9.50	11.50	2.05	3.25	3.50	5.10	5.35	5.60	6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Tai Po Market	7.40	8.05	8.30	9.10	10.00	12.00	2.10	3.30	3.55	5.15	5.40	6.05	6.35	7.05	7.35	8.05	8.35	9.05	9.35	10.05	10.35	11.05	11.35	12.05
Tai Po	7.44	8.19	8.44	9.24	10.14	12.14	2.14	3.34	4.00	5.24	5.49	6.14	6.44	7.14	7.44	8.14	8.44	9.14	9.44	10.14	10.44	11.14	11.44	12.14
Shatin	7.57	8.22	8.47	9.27	10.17	12.17	2.27	3.47	4.12	5.37	5.62	5.87	6.17	6.47	7.17	7.47	8.17	8.47	9.17	9.47	10.17	10.47	11.17	11.47
Yau Ma Tei	8.11	8.36	8.61	9.41	10.31	12.31	2.41	3.61	3.86	5.06	5.31	5.56	6.26	6.56	7.26	7.56	8.26	8.56	9.26	9.56	10.26	10.56	11.26	11.56
Kowloon	8.17	8.42	9.07	9.47	10.37	12.37	2.47	3.67	3.92	5.12	5.37	5.62	5.92	6.22	6.52	7.22	7.52	8.22	8.52	9.22	9.52	10.22	10.52	11.22

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MACAO RACE MEETING SPECIAL EXCURSION TO MACAO.

On SUNDAY, the 13th MAY.

Hong Kong to Macao: 8.30 A.M. "SUI AN"
Macao to Hong Kong: 3.30 P.M. "SUI AN"
Office: 8.30 A.M. "TAISHAN"
8.30 P.M. "TAISHAN"
S.S. "TAISHAN" will sail from and return to Hong Kong Wharf.
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FARES	1st SALOON	2nd SALOON
Tsingtau	\$100	\$70
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Children under 12 years Half Fare.

Infants under 3 years Free.

Early application is requested.

LIGHT AND POWER BY WIRELESS.

NEW BEAM MARVEL COMING.

VALVE THAT TRANSMITS ELECTRICITY.

LIGHTING LAMPS A MILE AWAY.

A wireless valve has been invented which, it is claimed, brings appreciably nearer the time when it will be possible to transmit through the ether sufficient power to energise lighting systems and work machinery at great distances.

This valve, by which very short wireless waves can be produced, is the result of prolonged experiment in the research laboratories of the General Electric Company of Schenectady, U.S.A.

For some time scientists have been aware of the fact that a transmitting valve producing waves of very short wavelength (10 centimetres, for example) would enable them to solve the problem of transmitting power by wireless.

The new valve, it is said, produces wireless energy of a sensational kind.

In the course of experiments with electrical measuring instruments in rooms adjacent to that in which the experiments were taking place were twisted and broken, the operators were seized with pain in the limbs and joints, and at one time a case close to the transmitting aerial became greatly excited and finally died.

Class Tube Cooker.

It is stated, further, that it has been found possible to cook food by suspending it in a glass tube from a receiving aerial.

Wireless experts declare that, so soon as the short wave valve becomes a practical success, it will be a simple matter to transmit power by using two wireless beams of exceedingly short wavelength. The air surrounding each beam will become so highly ionised that it will become almost as good a conductor as copper itself, and through two such parallel conducting channels electrical power will be transmitted to very great distances.

The director of the research department of a large electrical concern in this country told a *Daily Mail* reporter that here, in Germany, and in other countries as well as in the United States, experiments are ceaselessly being made with a view to discovering how to transmit sufficient electrical energy to be of commercial use. "The valve which the Americans are stated to have invented," he said, "may conceivably represent an important step forward towards this end, but everybody who is giving thought to the problem knows well that it will be a very long time before effective power-transmission becomes fully practicable."

On the surface all that it means is that a way must be found of sending out on a large scale energy such as is at present used in broadcasting.

Experiments so far made all tend to indicate that the greatest difficulty to be surmounted is the fact that a very great deal of energy is wasted in transmission.

He added, however, that the day was bound to come when people would have the power for the electric lights and electrical domestic appliances supplied by wireless.

Wireless Lamp-lighter.

A Marconi Company expert said: "We have been able for some time past to produce very short waves, but the valve which can produce large quantities of power has yet to be invented."

"I have succeeded in lighting lamps by wireless at a distance of over a mile."

Wireless is being made to serve more and more practical purposes. At Glen Falls, New York, for instance, the entire system of street electric lighting is controlled—that is, turned off and on—with the aid of electric waves. In France railway stations are announced on a train through the agency of electromagnetic waves.

Large numbers of people in America are now being awakened in the morning by wireless, having "connected" their receiving sets with alarm clocks and other appliances.

LADY JANE GREY'S OLD HOME.

BEAUTY SPOT TO BE KEPT FOR LEICESTERSHIRE.

LEICESTER.—Lost the "ring of Lady Jane Grey's old home," her gardens, and her park should ever be closed to the public of Leicestershire, a movement has been started to buy Bradgate Park, which is one of the most wild and beautiful places in the county.

It was here that England's most tragic woman spent early and happier times, walking beneath giant oaks where deer still run free.

A meeting of leading men has already been held, and a statement on the manner of carrying out the purchase will be made public.

Bradgate Park is a favourite resort of holiday-makers and picnickers from all over the county. Although still private and still in the hands of the Grey family, it has been left open to the public without restriction, except for certain regulations in the matter of dogs and the deer. Thousands go in the sunny weather, past the fine old-world village of Newtown Linford—commonly called Bradgate—to the park, and, though their behaviour is special, out of love for it, yet litter is left, and much trouble results for the gamekeepers.

Quite recently Bradgate House, about a mile away, was sold, and a stone quarry was opened near by. Several hundred acres of woodland were also cut down for building sites, so that the "ring of the Charnwood Forest," only a "few" spinney remain. The house itself was levelled to the ground, and the fine old oak panelling sold.

But the greatest transformation took place in the fine old stables, which, with their pillared oak and copper fittings, were worth £20,000. The stables have been turned into kennels for the Greyhound Racing Association, whose two new tracks at Long Eaton and Leicester will be opened at Easter.

£1,216,000 PROFIT OF MONTE CARLO.

2434,000 TO BE PAID IN DIVIDENDS.

PARIS, April 10th.—Monte Carlo casino to-day announced an annual dividend of 725 francs, free of tax, on every 500-franc share, which is the same as last year.

The financial report for the year ending March 31st reveals that the gross income of the casino has fallen to 152,000,000 francs (about £1,216,000), compared with 181,000,000 francs (£1,288,000) in 1926-27. The net income has dropped from 58,000,000 francs (£464,000) in 1926-27 to 51,000,000 francs (£408,000) for the present year. The dividends this year will absorb only about 53,000,000 francs (about £424,000), the remainder being devoted to the reserve fund and the purchase of new property.

RECORD HOLIDAY TRAFFIC.

A new Easter holidays record of 22,221,063 passengers was set up in London by the Underground railways and allied omnibuses and tramways, last year's Easter record being 21,989,591.

The omnibuses carried 17,630,000 of the passengers. The figures for the four days, by rail, omnibus, and tramway, were:—

Good Friday	4,809,094
Easter Saturday ..	6,408,488
Easter Sunday	4,520,918
Bank Holiday	6,482,563
Total	22,221,063

The Easter Saturday figure of 4,408,000 omnibus passengers was the highest ever recorded for that day, and on Bank Holiday the omnibuses travelled 663,200 miles, a record for the day.

Seven million passengers were carried by the London County Council tramways during the holidays, a noticeable feature being the great demand for the new all-day sixpenny tickets for children.

DIARY OF EVENTS.

To-day (May 9th).

Proclamation of H.M. King George V.
Queen's Theatre: "The Ace of Cads."
World Theatre: "The Sap."
Star Theatre: "Diplomacy."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.
Principal Mails:—Outward: Europe via Vancouver and Europe via Siberia (*Empress of Russia*), 10 a.m.

Thursday (May 10th).

Jumble Sale: Lecture Hall of Union Church, 2.30 p.m.
Queen's Theatre: "The Garden of Eden."
World Theatre: "The Lone Eagle."
Star Theatre: "Three Weeks in Paris."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.
Principal Mails:—Inward: Europe via Suez (*Delta*), Outward: Europe via Siberia (*Delta*), 3.30 p.m.

Friday (May 11th).

Christian Fellowship Meeting: Helena May Institute, 10.30 a.m.
St. Joseph's College 12th Annual Athletic Sports Sookunpo, 1 to 4 p.m.
British Legion Hong Kong Branch 7th annual general meeting, 5.15 p.m.
Extraordinary General Meeting: Royal Hong Kong Yacht Club, 6 p.m.
Smoking Concert: H.V.D.F. Corps Headquarters, 8.30 p.m.
Queen's Theatre: "The Garden of Eden."
World Theatre: "The Lone Eagle."
Star Theatre: "Three Weeks in Paris."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Saturday (May 12th).

Final general meeting: Hong Kong and Kowloon Taxicab Co., noon.
Shanghai Races.
Queen's Theatre: "The Garden of Eden."
World Theatre: "The Lone Eagle."
Star Theatre: "Three Weeks in Paris."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.
Principal Mails:—Outward: Europe via Marseilles (*Kashgar*), 10.30 a.m.; Europe via Victoria, B.O. (*Tallihybis*), 10 a.m.; Europe via Siberia (*Novaya*), 3.30 p.m.

Sunday (May 13th).

Regation Sunday.
Macao Races.
Queen's Theatre: "The Missing Link."
World Theatre: "You'd Be Surprised."
Star Theatre: "Is Zat So!"
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Monday (May 14th).

Annual Meeting of the Auxiliary British and Foreign Bible Society, Helena May Institute, 2.30 p.m.
Queen's Theatre: "The Missing Link."
World Theatre: "You'd Be Surprised."
Star Theatre: "Is Zat So!"
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Tuesday (May 15th).

Sanitary Board meeting, 4.15 p.m.
St. Peter's Church Young Men's Club Ping Pong Tournament, 8.30 p.m.
Queen's Theatre: "The Missing Link."
World Theatre: "Footloose Widows."
Star Theatre: "The Lighthouse by the Sea."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Wednesday (May 16th).

Property Sale: China Auction Rooms, 3 p.m.
Chinese Estates Limited, 5th ordinary yearly meeting, noon.
Queen's Theatre: "Sorrow and Son."

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AND

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Lounge, Bar and Billiard Rooms. Unrivalled Cuisine under the personal supervision of the Proprietress.
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Special Terms to Families on application to—
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for Visitors, Business-men and Tourists.

THE WORLD RENOWNED COCKTAIL

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AND ITS MANY USES.

BACARDI RICKEY

Wine-glass of Bacardi
Juice of half a Lime
One lump of ice
Serve in high-ball glass
Add Sparkling Water.

BACARDI HIGHBALL

Place a piece of ice in glass
One glass of Bacardi
Fill glass with Sparkling Water.

BACARDI MILK PUNCH

One glass hot Milk
One tablespoonful of sugar
A pinch of nutmeg
The yolk of an egg
A glass of Bacardi
Beat up thoroughly the yolk of the egg with the sugar
Add milk Bacardi and nutmeg
Mix it thoroughly
A delicious punch and a splendid beverage for colds.

BACARDI GROG

One quart of Bacardi
One pound of Sugar
One quart of Farnesea Oolong Tea
Use the grog, adding equal
Part of very hot water
Serve with slices of lemon
Dissolve sugar in hot water.

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Day

Expend your whole energy
on the job in hand; make
a full day of every day;
but be fair, and let a full
night's sleep restore you.

HORLICK'S
THE ORIGINAL
MALTED MILK

and

Take your strength for
the day in a morning cup
of Horlick's and your rest
for the night in another.

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preparation.

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ROSE FROST
gives the necessary
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THE WORK OF THE
UNIVERSITY.

REPORT FOR YEAR 1927.

DEFICIT OF \$3,318.

STUDENTS, STAFF AND
FINANCE.

The report on the working of the
University of Hong Kong for 1927
has just been published.

The number of students on the
rolls on December 31st was 294 (268
men and 26 women), of whom 15
were external students.

These were distributed between
the three faculties as follows:—

	Men.	Women.
Medicine	128	12
Engineering	83	1
Arts	75	13
	286	26

Forty-three students graduated
at the end of 1927—17 in the
Medical Faculty, 10 in the Engineer-
ing Faculty and 16 in the Arts
Faculty. The degree of Doctor of
Medicine was conferred on Dr. D.
K. Pillai and the degree of Master
of Arts on Mr. Wen Y. Harry Hong
Sling. Mr. Harry Hong Sling has
the distinction of being the first
M.A. of the University. In his re-
port on the thesis submitted by
Mr. Sling for his degree, Dr. L. G.
Stamp, Sir Ernest Cassell Reader
in the University of London, wrote
as follows:—

I am of the opinion that the
thesis on the Economic effect of
Trans-Pacific Policies is easily up
to the standard required for the
thesis of degree of M.A. of the
University of London.

The total income of the University
for the year was \$529,337.70
and the total expenditure
\$532,703.31, leaving a deficit of
\$3,318.61. This deficit, however, is
more than accounted for by the
prospective fact that the electrical
system of the University had to
be reconditioned during the past
twelve months. The outlay in-
volved amounted approximately to
\$20,000. The electrical supply sys-
tem of the University has been
completely re-organised during the
year. The various houses and build-
ings on the estate have been re-
wired and the supply of electric
current for light and power ser-
vices has been turned over to the
Hong Kong Electric Company.
The University Power House will,
in future, be used only for demon-
stration and experimental pur-
poses.

The income of the University was
divided as follows:—

Endowments	\$242,927.22
Tuition Fees	111,467.00
Government Grant	50,000.00
Donations	37,893.13
Other Sources	87,145.35
	\$529,337.70

The Hon. Treasurer of the
University, Mr. Paul Lauder, was
absent on long leave during the
year and his place was taken by
Mr. W. E. Smith, the Acting
Manager of the Union Insurance
Society of Canton, Ltd. A tribute
is paid to the valuable services
rendered by Mr. Smith.

FACULTY OF MEDICINE.

The 150 students in the Faculty
of Medicine during 1927 compare
with 122 in the preceding year.
Seventeen students graduated as
M.B. B.S. The staff of the
Faculty comprised eight full-time
professors, including the professors
of chemistry and physics, five full-
time assistants and eight part-time
lecturers, including the lecturer in
biology. The report says:—

The Faculty of Medicine is the
most popular of the University's
three faculties. Its numbers are
increasing annually and its in-
fluence is extending. Its journal
Caduceus is becoming recognised as
a useful scientific periodical. In
fact the prestige of the University's
Medical School stands high. It has, however,
a glaring defect—the absence of a
department of biology. Abundant
opportunities for research exist
and some useful work in that
direction is undoubtedly being done.
But the professors are over-burdened with routine
work and it is becoming increas-
ingly difficult to find the funds
necessary for scientific equipment
and upkeep. Dr. H. G. Earle,
the Professor of Physiology, re-
signed the University service at
the end of the year. This is a
serious loss to the University,
but Dr. Earle is now working in
Shanghai in the employ of the
Henry Lester Trustees. Dr.
Earle will eventually become the
Principal of the Henry Lester
Institute of Medical Research in
Shanghai. This should be a well
endowed and powerful institution
and it has already been agreed
that it should work in close co-
operation with the Medical
Faculty of this University. This
should mean a good deal to the
Faculty and to the pre-eminence
of British Medical influence in
this part of the world.

FACULTY OF ENGINEERING.

Out of the 54 students on the
rolls of the Faculty of Engineering,
ten graduated during 1927—six in
Civil Engineering, two in Mechanic-
al Engineering and two in Elec-
trical Engineering. The report
does not clearly indicate the teach-
ing staff employed. Commenting
upon the work of the Faculty the
report says:—

The lack of students in
the Mechanical and Electrical
branches is to be deplored, and
the difficulty of the situation is
aggravated by the conviction of
possible employers, such as the
Taikoo and Kowloon Dock Com-
panies, that engineering graduates
are however eminent are of no
use to them unless and until they
have passed successfully through
an apprenticeship in a commer-
cial workshop. Practical training
in a University workshop is not
regarded as in any real sense
an equivalent. The University
authorities do not dispute the
reasonableness of this position
and they would welcome an ar-
rangement which would make an
adequate period of satisfactory
work in a commercial workshop
an integral part of the Univer-
sity's mechanical and electrical
engineering curriculum. But there
are difficulties, the chief one being
perhaps that the students who
enter the Faculty of Engineering
are more attracted by the less
physically-exacting requirements
of the Civil Engineering course.
It is possible that in our attempt
to train Chinese mechanical and
electrical engineers we have start-
ed at the wrong end; that what
is needed is not so much an
attempt to induce young men
whose parents can afford to give
them a secondary school and
University education to become
mechanical and electrical engi-
neers, as to train selected arti-
zans to be capable of doing a
higher grade of work. The
University would welcome to its
Engineering Faculty indentured
apprentices from the local engi-
neering workshops who had at-
tained such a general standard of
education (this would have to
include a practical knowledge of
English) as would enable them to
follow the mechanical or elec-
trical courses. This arrangement
would have the great advantage
of enabling such students to con-
tinue to be apprentices and to
return to their shops during the
vacations. The great difficulty in
inaugurating such a scheme is
that there are not in Hong Kong
any night-schools or similar in-
stitutions, at which apprentices
and other workers could continue
their education during their off-
hours. The situation which is
one of vital importance to the
future industrial development of
the Colony has been investigated.
It is impossible to say more than
that, meanwhile the establish-
ment of a polytechnic in Shang-
hai under one of the provisions
of the Will of the late Henry
Lester—an enterprise which is
being worked out by the Trustees
in close co-operation with the
University—will mean a real at-
tempt, backed up by adequate
funds, to deal with the problem
of the production of a higher type
of Chinese worker by placing
before apprentices and artisans
generally, opportunities for edu-
cating themselves and thus be-
coming capable of more respon-
sible work. The chaos which now
prevails in China is undoubtedly
handicapping the Engineering
Faculty, for there is practically
no present demand in China for
engineers, but the crux of the
Faculty—it was at one time the
crux of Engineering Faculties and
Colleges everywhere and it still
is the crux of all such Faculties
and Colleges in the East—is to
turn out engineers who combine
theoretical skill with practical
capacity. But whatever the train-
ing, the product that goes out
will be merely a development of
what goes in. No system of
training can make an engineer of
a young man who has not got
within him some sort of
mechanical bent.

FACULTY OF ARTS.

The 60 students on the roll of
this Faculty compare with 102 for
the preceding year. Sixteen passed
their final examination and were
granted the degree of B.A. The
work of the Faculty is divided
among ten departments—English,
Education, Social Science, Com-
merce, History, Chinese, Mathema-
tics, Physics, Chemistry and
Biology.

In the Department of English
there were 77 students; one Pro-
fessor of English and three Lec-
turers and Tutors.

In the Department of Education
there were 38 students; one Pro-
fessor of Education, a part-time
lecturer in Logic and Ethics and a
part-time Master of Method.

In the Department of Social
Science, Mr. G. W. Keeton, Reader
in Law and Politics, resigned in
May, 1927, and his place was taken
by the Professor of Political
Economy.

In the Department of Commerce
there were 20 students; a Pro-
fessor of Political Economy, a lecturer
in Geography and part-time lec-
turers in Accounting and Materials of
Commerce.

The Department of History had
42 students and the staff comprised
a Reader in History.
(Continued on next Column).

CAPT. ROBERT DOLLAR'S
MUNIFICENCE.HOW SHANGHAI Y.M.C.A. WAS
BUILT.TO HELP YOUNG FELLOWS
"DUMPED" THERE.

SHANGHAI, May 3rd.
About 200 guests attended a dinner
given by the Board of Trustees of
the Foreign Young Men's Christian
Association in honour of Captain
Robert Dollar.

Mr. H. H. Arnold, president of
the Board of Trustees, in welcoming
Capt. Dollar, said that the building
represented an endeavour to create,
in the international city of Shang-
hai, a congenial home for men some-
what along the lines of college clubs
and an athletic centre for Shang-
hai.

The Young Men Of Shanghai.
Capt. Dollar, in responding, said
that when he came to Shanghai
about four years ago, he thought
that they were not treating their
young men properly. Men were
being "dumped" here without any
provision made for their comfort
and their morals, the latter espe-
cially. He decided, in collaboration
with his son, to erect a community
house in Avenue Joffre for their
(his company's) boys. It was a
fortunate coincidence, however, that
about that time he met Mr. George
Fitch, who spoke to him about the
construction of a Y.M.C.A. build-
ing. The outcome of it was that
he told Mr. Fitch to go ahead with
his plans, and said that he was quite
willing to put into the building
what he had intended to use for
his own community house. "It
has been a great pleasure to me
to come and see this building. I
go away with the feeling that I
have been amply repaid for the
little money I have put in," con-
cluded Capt. Dollar, amid ap-
plause.

The secretary, Mr. George Fitch,
said that he remembered very vivid-
ly his conversation with Capt.
Dollar when he approached him with
regard to the plans for a new
Y.M.C.A. for Shanghai. At that
time, the project was hanging by
a very thin thread, and their hopes
of seeing a building erected were
very poor. After discussing their
plans with Capt. Dollar, the latter
told the speaker that he would be
willing to donate \$25,000. When
full plans were drawn up, Capt.
Dollar came forward with a promise
of \$50,000 and, more than that,
he at once put the amount on
deposit in a separate account bear-
ing interest. The interest amount-
ed to a further \$17,000, and the
valuable contribution by Capt.
Dollar was the turning point in their
campaign for the erection of the
fine building.

Following the speeches, guests
inspected the building.—N.C. Daily
News.

There were seventeen students in
the Chinese section of the Arts
Faculty. The staff of the Depart-
ment of Mathematics comprises one
Professor, the Physics Department
has one Professor and one Demon-
strator, the Department of Chemis-
try one Professor and one Demon-
strator and the Department of
Biology a vacancy for a Reader.
Capt. A. McCloy, who was a tem-
porary lecturer in Biology has now
left the Colony.

Commenting upon the Faculty,
the report says:—

The Department of Commerce
is very much alive and indeed
some excellent work generally is
being done in the Arts Faculty.

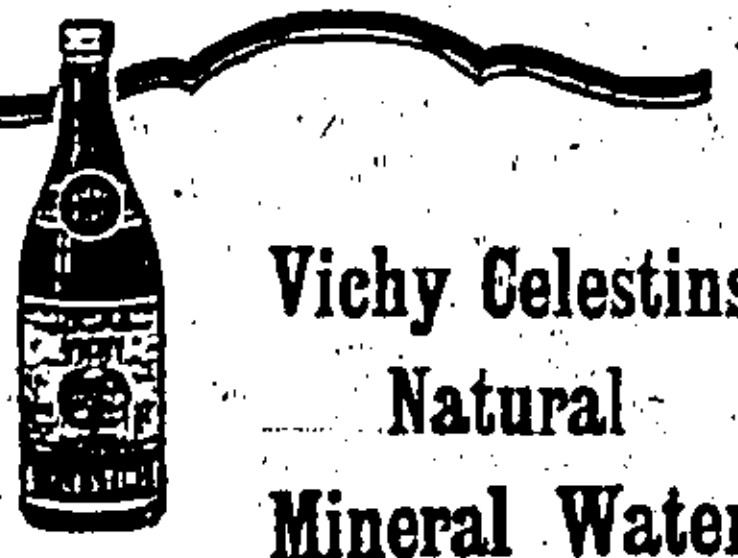
The Vice-Chancellor's Summing-up.
Mr. W. W. Hornell, concluding
his report, writes:—

Since the year under review
closed the number of students in
the University has risen to 397
which is a record. No less than
37 of these students are women.
Fewer students are coming to the
University from Malay (this is
inevitable owing to educational
developments in Singapore) and
present conditions are all against
students coming to Hong Kong
in any great number from China.
The University is still educating,
housing and feeding six students
who came here years ago as
scholars sent to the University by
various Chinese Governments. The
unpaid bill of these Chinese Gov-
ernment Scholarships amounts to
no less than \$117,717. But the
University is now appealing to a
far wider public circle in Hong
Kong, while in Shanghai its
reputation stands high. The
University is also attracting stud-
ents, especially medical students,
from the Philippine Islands.
What is true of a prophet is true
also of a University, and there
are still in Hong Kong critics
(plenty of them) who regard the
University as a futile piece of
foolish extravagance and take
every opportunity of proclaiming
this view. If such critics were
to try and close the University,
they would probably find a good
deal of local opposition possibly
in quarters where they least ex-
pected it. After all there are
plenty of people in Hong Kong
who are not rich, and it is some-
thing that the local residents, of
whatever race, who are finding it
a hard struggle to live and to do
the best for their children, can
(Continued on next Column).

HONG KONG STOCK
EXCHANGE.

CLOSING QUOTATIONS.

MAY 8th, 1928.	
R.K. Bank	\$1,290 as.
Do.	London, \$1,304 nom.
Chartered Bank	\$221 buy.
Mercantile Bank, A. & B.	\$234 nom.
Do.	C. \$214 buy.
P. & O. Bank	\$23 nom.
East Asia Bank	\$75 nom.
Canton Insurance	\$850 sel.
Union Insurance	\$342 buy.
North China Ins.	\$140 nom.
Yangtze Insurance	\$47 buy.
China Underwriters	\$215 nom.
China Fire Insurance	\$215 nom.
Hong Kong Fire Ins.	\$160 nom.
Douglases	\$40 sel.
H.K. Steamboats	\$24 buy, \$24 sel.
H.K. Tugs	\$24 buy.
Indo-China (Fr.)	\$27 buy.
Do. (Def.)	\$78 nom.
Shall Transports	\$349 nom.
Waterboats	\$20 nom.
Bangkok	\$21 nom.
Kuala Lumpur	\$21 nom.
Langkat (combined)	\$139 nom.
Do. (single)	\$139 nom.
Shai Explorations	\$135 nom.
Shanghai Loans	\$34 nom.
Rails	\$4 nom.
Trench Mines	\$176 nom.
H.K. & W. Harb.	\$135 sel.
H.K. & W. Harb.	\$135 sel.
China Provident	\$240 sel.
Hongkong	\$159 buy.
New Engineering	\$159 buy.
Shanghai Docks	\$109 buy, \$110 sel.
Swo Cottons	\$24 buy, \$24 sel.
Oranville Cottons	\$24 buy.
S'hai Cottons (old)	\$15 sel.
Do. (new)	\$15 sel.
H.K. & S. Harb.	\$109 buy, \$110 sel.
H.K. Harb.	\$110 sel.
Shanghai Harb.	\$140 buy.
Humphreys Estates	\$142 nom.
H.K. Realties	\$24 buy, \$24 sel.
H.K. Tramways	\$25.20 nom.
Peak Trams (old)	\$134 buy.
Do. (new)	\$84 nom.
Star Harries	\$84 sel, \$84 1/2 as.
China Lights (old)	\$11.40 sel, \$11/20 sel.
Do. (new)	\$11 1/2 sel.
Do. (1923 issue)	\$74 sel.
H.K. Electric	\$74 sel, \$74 1/2 as.
Macao Electric	\$164 buy.
Telephones	\$470 buy.
China Buses	\$14 sel.
Singapore Tractions	\$9 buy.
China Sugar	\$34 sel.
Malayan Sugars	\$34 sel.
Canton Ice	\$4 nom.
Cement (combined)	\$91 sel.
Do. (old)	\$84 sel.
Do. (new)	\$11 buy.
H.K. Ropes (old)	\$74 sel, \$74 1/2 as.
Do. (new)	\$24 sel.
United Assurance	\$10 nom.
Dairy Farms	\$222 nom.
Watsons	\$14 buy.
Der. & Wing	\$30.50 nom.
Leas Crawford	\$34 buy.
MacIntosh	\$22 sel.
Sincerus	\$11 buy.
Wm. Powell	\$32 sel.
H.K. Amusements	\$25 buy, \$25 sel.
H.K. Constructions	\$14 nom.
S'que Indus. (S.B. Bonds)	\$24 buy.
H.K. Govt. Loans	7 1/2 % 7/8 nom.
buy—buyers; sel—sellers; as—sales; nom—nominal	



Vichy Celestins
Natural
Mineral Water

from the famous Celestins
spring, is a very pleasant
corrective for gastric
troubles and liver dis-
orders.

VICHY-CELESTINS

Obtainable at Hotels, Clubs,
Chemists and Stores,
or from the

Sole Agents:
The French Store
Beaconsfield Arcade.

send his son or daughter to the
University of Hong Kong to
acquire there for a comparatively
modest fee a medical degree, for
example, which is recognised by
the General Medical Council of
Great Britain and Ireland. And
the total cost of the University
to the taxpayer of Hong Kong
is \$25,000 a year, and this con-
tribution represents less than 10
per cent. of the University's total
annual expenditure. The difficul-
ties which confront the further
development of the University
(and no University can stand
still) are tremendous. It could
scarcely be otherwise; for the
University was founded on an
exceedingly slender financial basis
and is situated in the midst of
all those peculiar perplexities
which beset this Colony's ex-
istence. But its roots are
growing stronger and deeper and
the University will not easily be
uprooted.

By
Special Appointment
to
H.M. King George V.



The Connoisseur's
First Choice
PERRIER
JOUET.

This excellent
Champagne
is now obtainable
in Hong Kong
in three sizes,

QUARTS ... \$7.00 per bottle
PINTS ... \$3.70 " "
BABY ... \$2.00 " "

A baby Perrier Jouet
and Guinness is
The Ideal Tonic and
Pick-me-up.

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[A.P. 2]



FOR SALE.
RARE ANCIENT CHINESE
BRONZE INCENSE
BURNER.

THIS was used by the Kings of
the Chou Dynasty 3,000 Years
Ago for Sacrificial Rituals and is worth
Thousands of Dollars.
For Inspection, Please Apply to—
MR. TANG YU TANG,
Turk-Hing-Pawson,
62, Praya East, Wanchai, Hong Kong.
[1928]

INSURE
YOUR
BAGGAGE
WITH
GILMAN'S

"OCEAN" COMPREHENSIVE
POLICY.

Gibbs Dentifrice

BRITISH MADE
is a solid cake in a neat aluminium case, easily carried to office, store or school for the extra brushing after lunch.

Sold at all Stores and Chemists.

Sole Agents—

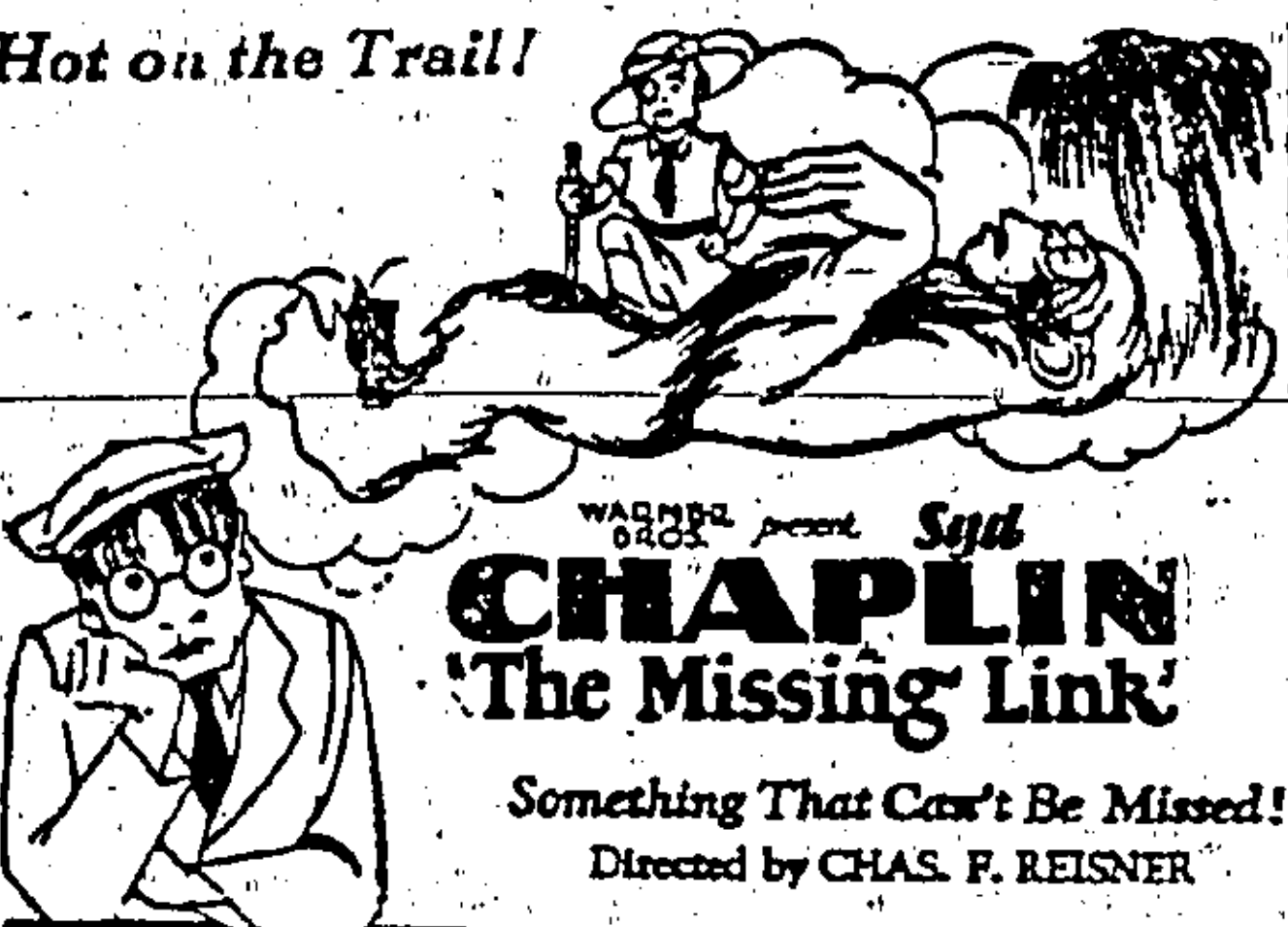
J. D. Hutchison & Co.

[A.P.M.]

Laughs and Thrills In The Jungle!

THE COMICAL hero of "Chai's Aunt," "Oh! What a Nurse," and "The Man On The Box" in a brand new comedy!

Hot on the Trail!



THE EXCITING and amusing adventures of a timid youth chased by lions, kissed by a chimpanzee and pursued by cannibals in the wilds of darkest Africa!

COMING TO THE

QUEEN'S

SUNDAY TO TUESDAY
Usual Times and Prices.

THE NAVY'S CHOICE

Coates' ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.



THE TWO SUPREME TOILET LUXURIES.

SOLE AGENTS:

HONG KONG TRADING CO., LTD.

PERFUMES

MANUFACTURED BY
RIGAUD, PARIS.

"FLORE DIVINA"

EXCELLENT SCENT.

PRICE: 50 Cts. per bottle.

OBTAINABLE FROM
VICENTE ATTENZA & CO.
AGENTS.

No. 54, NATHAN ROAD,
KOWLOON.
TEL. K 155.

BIG FIRE NEAR SHANGHAI.

NEARLY THREE HUNDRED PERSONS KILLED IN
VILLAGE FIRE.

SPLENDID WORK OF FIREMEN AND SOLDIERS.

SHANGHAI, May 4th.

One of the most devastating fires of recent years broke out in Pootung shortly after six o'clock last night and in spite of the efforts of the three fire brigades, including the two floats manned by Settlement firemen, burned with undiminished vigour for nearly three hours. The Chinese military authorities estimate at least 200 to 300 fatalities—women and children, in the main, who were trapped by the rapid spread of the flames.

Because of the efficient work and rapid turnout of the two floats the N.K.K. godowns were saved from certain destruction. When the Brigade arrived the walls of two or three of the buildings away from the river, were scorched. Another five minutes might have spelled disaster.

Scene Of The Outbreak.

The fire broke out in a tea shop, situated in the centre of the Lupadu Village which is on the Pootung side, more or less in the Tungkadoo district. The village is surrounded by a bamboo wall, and adjoins the foreign property, the area being covered with typical Chinese houses of the lower class, frame structures with thatched roofs, others with mud walls, and many bamboo sheds. The materials were of a nature to burn quickly. There was such a high wind that the feeble efforts of the villagers to put out the fire were unavailing.

The Pootung Brigade were handicapped by shortage of adequate equipment and no water mains, and the Tungkadoo Brigade's machinery could not be transported in light boats at the shore. The Settlement firemen, about 19 strong, laid on with decision, the strong engines on both floats working under double pressure. Lines had to be run for 500 yards back from the river, before the men could protect the godowns. It was a case of every man putting his back into it, and according to reports, both foreigners and Chinese worked as hard for two hours as they ever had before.

A Saucy Qui-Pont.

As the flames swept through the light flimsy houses, a mad scramble ensued. Mothers picked up their babies; children of tender years rushed away with no sense of direction; while their elder brethren and sisters tried to rescue piles of bedding or hurried off with family valuables. There was such congestion in the narrow alleyways, that many were trampled upon. Shouts and cries filled the air and, according to one who was present, screams mingled with the cries of fear and terror of grown men and women.

SCENE IN HOUSE OF COMMONS.

STRANGER LEAPS OVER
GALLERY BENCHES.

CARRIED OUT BY THE
ATTENDANTS.

A middle-aged man created a sensation in the House of Commons on the evening of April 4th, when, in the middle of a debate, he jumped from his seat in the gallery, and dashed from one row of benches to another, leaping over the backs, with attendants in hot pursuit.

He had jumped over a barrier and reached the front row—which is reserved for peers, but was then empty—when two attendants and another person caught him.

Mr. Snell, a Socialist M.P., had just concluded his speech with the remark that protection should be afforded to certain workers, when the man sprang up and cried: "I will give you protection!"

He was jumping the first row of benches when one of the gallery attendants immediately jumped after him and seized his coat-tails. The man, writhed himself free, and reached the next bench, with the attendant following him. It was not until he reached the peers' gallery, which looks down immediately on the floor of the House with only a low rail in the way of a thirty-foot drop, that the attendant could properly seize hold of him.

Probably the total number of casualties will never be known, for although the fire swept along rapidly, the heat in the pit of flames was of such intensity as to burn anything in its path to a cinder. The greatest number of deaths, it is believed, occurred within the first 20 minutes of the outbreak of the flames.

The firemen from Pootung braved the flames and rushed into houses directly in the path of the fire, rescuing those who were unable to save themselves. Individual deeds of bravery were numerous.

Fine Work By Soldiers.

A really fine piece of work by soldiers and police prevented the destruction of the whole village. Under the direction of their superiors they demolished several scores of houses, and tore down bamboo walls in the path of the fire, in so doing making a gap. This, however, the flames did leap, but the new fires broke out in isolated spots in the second area and volunteers and Pootung firemen were able to quench them before they got firmly established.

At the godowns the Settlement men concentrated, dampening the walls and pouring water on the houses immediately adjacent. The wind carried the flames directly towards the river. In the compound there are about eight buildings, three facing the burning village.

It is understood that several million dollars worth of foreign property was within 350 yards of where the men stopped the spread. Several foreign steamships were tied up at the wharf and precautions were taken at once. One of the vessels had left her berth just as the fire float arrived.

A Search For The Missing.

After and during the fire the refugees made a pitiful spectacle. Families searched for missing members. Children were without mothers. Fathers peered here and there for those who they could only hope had escaped. Many persons, who were able to get their belongings together left for the Shanghai side long before the firemen had finished. Under the scenes of anxiety were witnessed at the jetties, as parts of families moved into a long line of boats which carried them to Tungkadoo.

The fire created no small amount of excitement on this side of the river. The Customs Jetty was filled with persons, who wondered whether or not the fire would be stopped before the wind blew the flames to the river. A fortunate few had fine views from the roofs and upper stories of buildings on the Bund, while many in the western district were amazed at the volume of smoke which was overhead.

One of the floats stood by throughout the night.

Caught By The Leg.

The attendant caught his leg and put his weight on him as he lay stretched on the seat, but the man put up so vigorous a struggle that he almost broke away.

An onlooker sitting in the public gallery jumped over the back of the peers' bench to the attendant's assistance, and a second attendant ran down the gangway to make sure of the captive.

The man still struggling violently was carried up the gangway out of sight by the two attendants, and the third person, one holding his arms and the other two each holding a leg.

An extraordinary commotion was caused in all parts of the House by the incident. People in the public gallery stood up, talking and gesticulating, while many M.P.s stood on the floor, and craned their necks to see what was happening above them.

Mr. Hope, the Deputy-Speaker, calmly called the House to order, and Sir Martin Conway rose and continued the debate. His words were inaudible for a minute or two until silence was restored.

The interrupter was taken to the police room, walking through the outer lobby in the case of police-men. He stated that he was Edward Charles Humphreys, aged thirty-two, of Richard Cottages, Watlington, near Battle, Sussex.

He said that he had come to the House of Commons to see the Prime Minister. He was obviously unwell, and Dr. Vernon Davies, M.P., was sent for. He examined the man, and certified him as suffering from acute neurasthenia. He ordered his immediate removal to the Westminster Hospital, and the man was taken there in an ambulance.

THE DUFF TRIAL AT SHANGHAI.

PROSECUTOR'S UNPLEASANT DUTY.

PLEA OF GUILTY BY ACCUSED.

SHANGHAI, May 4th.

A climax was reached in the United States Court for China yesterday before Judge M. D. Purdy, in the case United States v. D. E. Duff, who is charged with embezzling Tls. 21,497 from the assets of Cyril MacNear, formerly proprietor of the Export Oil Co., when defendant changed his plea of "not guilty" to "guilty." Mr. J. B. Davies, acting U.S. District Attorney, and Mr. C. S. Franklin, appeared for the prosecution; Mr. F. J. Schuhl for the accused, and Mr. M. Reader Harris for the bonding company.

Further testimony was presented during the morning but at the start of the afternoon session, Mr. Schuhl informed the court that the defendant wished to withdraw his former plea of not guilty.

District Attorney's Belief.

Mr. Davies thereupon told the Court that the case in question had been the most disagreeable duty which had fallen to his lot as acting-District Attorney, in view of his acquaintance with defendant, and he hoped that the Court would exercise leniency in its judgment. He did not believe, from his personal knowledge of defendant, that there had been any malicious intent to embezzle. In his opinion defendant had been careless in handling funds entrusted to his care, and he was inclined to think that given opportunity, defendant would make restitution.

He brought to the Court's attention the fact that defendant, who had been married a short time, had a son of about six months old. Mr. Franklin concurred with Mr. Davies' views and told the Court that he believed accused would rehabilitate himself in the eyes of his fellow men after he had served whatever sentence the Court would impose.

Similarly Mr. Schuhl asked the Court's leniency and hoped that his Honour would see fit to apply the law of probation, which, he said, had been made for such cases. Questioned as to whether he had anything to say, defendant stated that he understood what his change of plea meant, but that he had not intended to embezzle any money.

The Judge And The Law.

His Honour thereupon gave a sentence of one year and one day, at McNeill's Penitentiary and told accused that he would be admitted to parole from that institution in the event of good conduct. The case in question had been a sad duty to him personally, Judge Purdy said, but his duty was to administer justice without fear or favour. The great difficulty in these cases of embezzlement, he said further, was that if they were condoned, others in the same situation got the idea that they could do these things with impunity and the administration of justice became a farce. Finally, Judge Purdy said that he believed accused's friends here and elsewhere would do all they could to help him.—North China Daily News.

CHEMISTS VERSUS CRIMINALS.

MODERN METHODS OF DETECTION.

The chemist as crime detector was the subject of Mr. Henry T. F. Rhodes, general secretary of the British Association of Chemists, who spoke at the annual dinner of the London section of the association.

"How many men's lives," he said, "have hung upon the evidence of a small piece of cloth, with perhaps one minute blood stain upon it. Is it human or animal blood? However small the stain, and with little, however old, the chemist can decide this perhaps crucial point of evidence without shadow of doubt."

It is remarkable how frequently even clever poisoners still have recourse to arsenic. It is, of course, an accumulative poison, and may be administered in small doses by expert hands, giving rise to symptoms mistaken often for natural ill without falling at last in its fatal effect.

An Ingenious System.

But the chemist can beat the criminal every time. The test of Marsh-Berzelius electrically modified can detect as little as 1/200 gr. per lb. of suspected material, about ten times less than the fatal dose. From time to time clever poisoners with knowledge of drugs have employed poisonous alkaloids, which originally, if they did not defy detection, were difficult to trace. Chemistry has changed all that. An ingenious system of colour reactions has closed that door of escape.

The forging of ancient documents, Mr. Rhodes said, even those of such importance as Shakespeare manuscripts, was not unknown, and chemical evidence in connection with the ink used—the fruit of long and careful investigation—ought to be considered as of first importance.

ACES HIGH!

THE ROMANCE of a dandy who wore his sins as nonchalantly as his monocle—and how he lost and won the one girl who really mattered!

ADOLPH ZUKOR and JESSE L. LASKY PRESENT

ADOLPHE
MENJOU
IN
"THE ACE
OF CADS"

With

ALICE JOYCE AND NORMAN TREVOR

A brilliant story of London and Paris based on the famous tale by Michael Arlen, famous author of "The Green Hat."

AT THE

QUEEN'S

FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

He was a great coward and a hero rolled into one—A film drama based on the big Broadway success—

KENNETH HARLAN

In

THE SAP

With

MARY McALLISTER AND HEINIE CONKLIN

AT THE

WORLD

FINAL SHOWINGS TO-DAY
Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

A DRAMA of love and intrigue written for Sarah Bernhardt by Victorien Sardou!—

BLANCHE SWEET

In

DIPLOMACY

With

ARLETTE MARCHAL—NEIL HAMILTON—MATT MOORE

AT THE

STAR

FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15 p.m.

FIBRE BOARD CARTONS

the modern and economical containers for all classes of merchandise.

ACME STEEL STRAPS

a fast and efficient method of re-inforcing fibre boxes, crates, bales, bundles and wood-boxes.

ACME TACK-POINT FASTENERS

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WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

"SUGAR KING" AND HIS CABLE BILLS.

TSANG FOOK EXPLAINS RELATIONS WITH
IU PO LUN.

BANDMASTER WHO BROUGHT HIM BUSINESS.

NO EXPLANATION WHY HE CITED AS BANKER.

The case in which Mr. Kwik Djeon Yung, who is known locally as the "Sugar King," claims \$40,000 from Tsang Fook, proprietor of the Tsang Fook Piano Company, either as damages or as money received for the use of the plaintiff, was continued yesterday at the Supreme Court, before the Chief Justice, Sir Henry Gollan.

The action arose out of the alleged dishonest practices of a clerk named Iu Po Lun who was in plaintiff's employ. Iu's duty was to pay the cable account in connection with plaintiff's business and for that purpose a deposit of \$3,000 was made to the Great Northern Telegraph Company, and the Eastern Extension Telegraph Company.

When the cable bills came in at the beginning of each month, Iu was charged with the duty of making out cheques to meet the debit notes from the two telegraph companies. He would then take the cheques to the manager of plaintiff's firm for signature, and once the cheques were signed it was Iu's duty to settle with the cable companies.

This arrangement was made in 1925, but, it is alleged, Iu conceived the idea of robbing his employer by altering the debit notes. After increasing the amount on the debit notes he would make out cheques and take them to the manager for signature. These cheques were made out to the Chartered Bank, and instead of cashing them himself for the purpose of making payments, Iu was said to have taken them to Tsang Fook, who paid these cheques into his own account making out cheques for equivalent amounts to Iu Po Lun.

This went on until May 1927, and twenty cheques, eighteen of which were "bearer" and two "ordered" cheques, had passed from the plaintiff's firm into Tsang Fook's account. The total amount of the fraud was said by plaintiffs to amount to \$120,000.

The case for the defence was opened yesterday, and it was stated the transactions, between Tsang Fook and Iu Po Lun had resulted in a loss to the former, of about \$200. Iu was described by the defence as a "Big Noise" in the Chinese musical circle of the Colony, and that the success of his business was largely attributed to Iu's influence among his numerous "musical" friends.

Iu Po Lun, according to his employer, was a clerk drawing a salary of only \$50 a month, but the style in which he lived gave the defendant the impression that he was a man of affluence. Iu, it was said, gave the defendant to understand that he owned a big Buick car and that he was not entirely unacquainted with the Exchange.

The defendant, Tsang Fook, under cross-examination, admitted that he had been a telegraph clerk, ship's carpenter and a piano tuner before he started business on his own.

The plaintiff, Mr. Kwik Djeon Yung, is the principal of the Kiem Tjiang Han firm at No. 133, Wing Lok Street. He is represented by Mr. Eldon Potter, K.C., and Mr. H. G. Sheldon, instructed by Dr. E. Davidson, of Messrs. Hastings, Denny and Bowley. The defendant is Tsang Fook, proprietor of the Tsang Fook Piano Co., Lee House Street, and Mr. F. C. Jenkin, instructed by Messrs. Wilkin, son and Grist is conducting the case on his behalf.

Before closing his case, Mr. Potter formally put in the defendant's bank pass book to establish that on the dates of the two order cheques, September 9th, 1925 and January 8th, 1926, the defendant had a credit balance with his bankers apart from the proceeds of the two cheques. It was therefore obvious that the proceeds of the two cheques would not be used to wipe out any debit balance.

THE DEFENCE OPENS.

Opening the case for the defence, Mr. Jenkin said that the principles upon which the case had to be decided were whether or not the defendant accepted the cheques in good faith. It was laid down in law that if an act was deemed to have been done in good faith, it was therefore done honestly. It also did not matter whether or not there was any negligence, for no degree of negligence was sufficient to saddle a person with bad faith unless the tribunal examining the circumstances came to the conclusion that the conduct of the taker was so gross that it amounted to fraud.

Mr. Jenkin argued that before the Court could come to the conclusion that the defendant should be saddled with the claim made in this action, his Lordship must first of all be convinced that Tsang Fook had wilfully and fraudulently abstained from making enquiries. He would conclusively prove to his Lordship that the defendant in this case had made all the necessary enquiries and was satisfied. The defendant had in fact given more in cash or credit for goods supplied than he had actually received from Iu Po Lun.

Many Transactions.
Mr. Jenkin took the Court over the many transactions which the defendant had with Iu Po Lun. Several account books, cheques, counterfoils and other documents were produced, all of which showed records of business done by Iu on behalf of the defendant.

The First Cheque.

"That was the state of affairs until September 9th, 1925," Mr. Jenkin said. On that day Iu went into defendant's shop and asked for a statement of his account saying that he would like to settle it. He also handed in a cheque for \$4,188.78 and asked defendant to take whatever was owing from that cheque. Tsang Fook replied that he had not made up the account and could not say off hand what the actual amount was but he thought it was about \$500 or \$600. Defendant also said that he had not got enough money in the bank to pay Iu the balance on the cheque.

Iu was said to have replied that all he required at the moment was a cheque for \$1,200 and that Tsang Fook could give a post-dated cheque for the balance. Iu also gave defendant to understand that the cheque was paid to him by plaintiff firm in the way of reimbursement, as it was his duty to buy things and to pay out accounts for the firm during the month, being reimbursed at the end of each month. He said that the \$1,200 which he needed at the moment was for making purchases for the firm.

What Defendant Observed.

Continuing, Mr. Jenkin said that the defendant had observed at the time when the cheque was presented to him by Iu that it was for a large amount, that it was crossed, and made out to the Chartered Bank. He had asked Iu to explain why the cheque was drawn by the plaintiff firm and made out to the Chartered Bank. Iu replied that he knew that the defendant had an account with the Chartered Bank and he had purposely made the cheque out to that bank so that the defendant could pay it into his own account. Iu also said that the whole of the proceeds of the cheque belonged to him, as it represented money which he had spent on the firm's behalf.

Into Death's Door.

Mr. Jenkin then pointed out to his Lordship that no tribunal could say that the defendant had not exercised every reasonable care or that he had failed to make proper enquiries. His Lordship would also have to remember Mr. Bird's evidence who said that it was not uncommon for cheques to be made out that way.

Another point, Mr. Jenkin said, which went to establish the defendant's bona fides was that he took the cheque to the Chartered Bank and paid it in over the counter. To do that with guilty knowledge was like walking into "death's door," Mr. Jenkin added, for it was quite patent to anyone with a little knowledge of banking methods, that there was nothing to prevent the bank from referring the cheque to the drawer.

Mr. Jenkin went on to say that the cheque was passed by the bank and the amount was placed to the credit of Tsang Fook. A month elapsed and nothing happened, and during the course of that month, plaintiff's manager—the man who signed the cheque—had frequently visited the defendant and nothing was said about the cheque. "Therefore there was nothing which could have aroused the suspicions of the defendant and no reasonable excuse had suggested itself that the defendant should not take these cheques from Iu."

Counsel then went on to describe how the subsequent cheques were passed and against each one of them, the defendant was asked to wipe off a debt owing to him by Iu.

The Two Ordered Cheques.

His Lordship said that with regard to the eighteen bearer cheques which bore no endorsement by the defendant, that was one question, but the two ordered cheques which bore defendant's endorsement was another.

Mr. Jenkin said that he could give an answer to that except that it went to show that Tsang Fook was not guilty and was not working in collusion with Iu, because if he was he would have asked Iu to obtain only bearer cheques. It had been given in evidence by the manager that whatever cheques Iu put before him, he would sign after verifying the amount with the debit notes.

His Lordship: One thing puzzles me very much and it arises with regard to the first cheque. Has Iu no banking account of his own?

Mr. Jenkin: Yes, he had.

His Lordship: Then why should Tsang Fook act as his banker?

Mr. Jenkin: That I cannot tell you.

His Lordship then remarked that it would have been perfectly simple for Iu to have paid the cheques into his own account and then draw out whatever money he needed to settle with Tsang Fook.

Defendant in Witness Box.

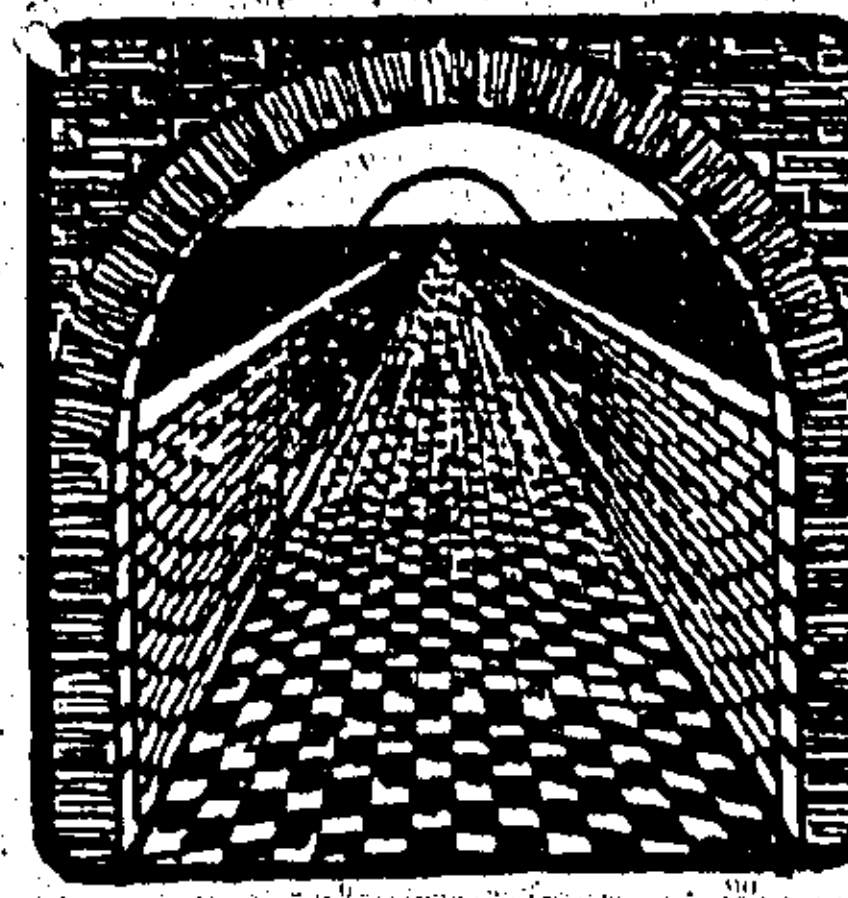
The defendant, Tsang Fook, then went into the witness box. He corroborated what his Counsel had said in his opening. The defendant then described how the various cheques were paid in to him by Iu, and concluded by saying "Whatever my legal position may be, I have not made a cent out of this transaction, and according to the figures in my book I have lost approximately \$200."

(Continued on next column.)

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[P. 34]

Jack Of All Trade.
Cross-examined by Mr. Potter, defendant admitted that before he started on his own business, he was for 9 years a clerk in the Eastern Extension Telegraph Co. He had also been in Europe and America for about 4 years. He went abroad to learn tuning pianos. He had also been a ship's carpenter.

Defendant said that Iu had sold many musical goods for him to the Confucius Band, the Chinese Musical Association and many musical friends.

Mr. Potter: You still think that he was a man of affluence and of wealth?—Yes.

Trying To Be Smart.

Mr. Potter: Did the goods sold by Iu amount to a large sum of money?—I do not know what limit you place on large sums or small sums.

His Lordship: Now, don't try to be too smart, answer the question. Surely you know what a large sum of money is?—Well, not a large sum.

Mr. Potter: I put it to you that it is very unusual for wealthy Chinese gentlemen to go selling goods on commission for a shop?—Yes.

Mr. Potter: Can you give me the name of any other wealthy Chinese gentleman who sold goods for you on commission. If you do not like to give their names in Court, you may write it down in a piece of paper—I can give you the name of one who recently sold for me, but I do not wish to give the name.

Defendant was then asked to write the name down. He did and the paper was handed to his Lordship, who said that the defendant had written the name of a lady.

His Lordship asked Mr. Potter if he wanted the name, and Mr. Potter replied that he had no wish to pry into the private affairs of people who had nothing to do with the case.

In answer to further questions, defendant admitted that he was rather surprised when the first cheque was brought to him, and that before that cheque was presented Iu had always settled his account in cash.

Mr. Potter: Iu told you that he had the cheque made out in that form—to the Chartered Bank—because it was your bank?—Yes.

Mr. Potter: Can you suggest any reason to My Lord why Iu Po Lun should make out a cheque in the name of your bank so that you could pay it in to your account?—I do not know. I asked him why he did not make the cheque out either in my name or his own and all he said was that he knew I dealt with that bank.

Mr. Potter further questioned defendant said that he believed the cheque was given to Iu in the form of a reimbursement for making purchases for the firm, and that he could not give a reason as to why the cheque was not made out in Iu's name.

The case was then adjourned until 10 a.m. on Friday morning.

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. S. D. C. WOLFE, C.M.G., CAPTAIN-SUPER-INTENDENT OF POLICE.]

H.E. The Governor's Departure.

A Sergeant and 10 Constables of the Chinese Co. to be detailed by the O.C. will report at Queen's Pier for patrol duty at 10.30 a.m. sharp on Wednesday, May 9th. Eight members of the Flying Squad will attend as an escort, and will report at Central Police Station at 10.30 a.m. sharp.

Training—Part I.

All recruits of the Chinese and Indian Companies will parade at Central Police Station on Wednesday, May 9th, at 5.30 p.m. sharp for Squad Drill under Sergeant Condon. Dress: Multi.

Training—Part II.

The classes for instruction in Police Duties and Regulations under Inspector H. J. Patterson will be resumed at the Police Training School (corner of Nathan and Prince Edward Roads, Kowloon) on Thursday, May 10th, at 6 p.m. sharp. All members of the Chinese, Indian, and Flying Squad Companies who have passed Part I, and who have not yet passed Part II, must attend. Dress: Multi.

Flying Squad.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, May 10, at 6.15 p.m. sharp. Dress: Khaki.

Special Patrol Duty.

The following Police Reservists will report at No. 7 Police Station on Friday, May 11th, at 6.45 p.m. sharp for special patrol duty at West Point:

Ten members of the Chinese Co. to be detailed by the O.C. Dress: Uniform, cap with white cover belt (no frog), and truncheon.

Four members of the Flying Squad to be detailed by the O.C. Dress: Khaki.

Sharpshooters' Company.

The fortnightly revolver practice will be held at Kennedy Road Range at 5 p.m. on Wednesday, May 16th. Members will assemble on the range with their revolvers, bolts and holsters promptly at the hour stated.

(Sgd.) W. Kwan, A.S.P. Adjutant.
Hong Kong, May 8th, 1928.

RE-ORGANISATION.

CANTON GOVERNMENT
AND KUOMINTANG.IMPORTANT POSITIONS
FILLED.BIG POST OFFERED TO CHEN
MING SHU.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, May 8th.

The reorganization of the Provincial Government in accordance with the order of the Nationalist Government at Nanking has been completed, according to information from official circles here. The new Constitution drafted by the Reconstruction Committee of the Canton Political Council has been approved by the Council. The heads of the various provincial departments have also been decided upon by the Canton Political Council and are being submitted to Nanking for approval. Their names will be announced as soon as confirmation arrives from the Nationalist Capital.

In an interview with local pressmen an official of the Provincial Administration stated that Mr. Li Ma Fan has been appointed Commissioner of Reconstruction. The portfolio was originally held by Mr. Sun Fo but on account of his protracted trip to Europe with Messrs. C. C. Wu and Hu Han Min, he tendered his resignation which was duly accepted.

COYNESS OF CHEN MING
SHU.

Mr. Fan Chi Mo has named as Commissioner of Civil Affairs. Mr. Liu Tso Po, the present Commissioner will become Mayor of Canton whilst Mr. Lin Wan Kai, the present Mayor of Canton, will become head of the Judiciary Department. As regards the Chairmanship of the Provincial Council, Marshal Li Tsai Hsin is very anxious that General Chen Ming Shu shall take the post and has cabled to the Nanking Government requesting them to sanction his action in this matter. But so far the General has consistently refused to accept the post, maintaining that he is busy enough as Commander of the 11th Army and Commissioner of Transmigration for the Southern portion of Kwangtung. It is possible, however, that the General will eventually take up the post.

At present General Chen is still in Canton. He was scheduled to leave for the Island of Hainan yesterday to undertake the rehabilitation of that district. But on account of the approaching reorganization of the new Provincial Government coupled with the requests of his friends, the General has postponed his departure.

The formal inauguration of the new Government will take place about ten or fifteen days from now.

THE KUOMINTANG.

Both the Kwangtung Provincial and the Canton Municipal Kuomintangs, which have been under the process of reorganization ever since Marshal Li Tsai Hsin returned from Nanking, will be formally taken over by the newly appointed Directors at 9 o'clock to-morrow morning, Wednesday. The new Directors were appointed by the Central Executive Committee of the Kuomintang at Nanking and consist of Marshal Li Tsai Hsin, Mr. Tai Chi Tsu, Chancellor of Sun Yat Sen University, General Shu King Tong, Messrs. Ma Hung Fun, Fung Tin Yu, Fung Cho Man, Ma Chiu Tsun, Fan Chi Mo, Li Ma Fan, Wong Ping Chuan and Lin Yick Chung, General Chen Tsai Tong, and Garrison Commander Tang Shi Tang. The present staffs of the two Kuomintangs have been notified to close their accounts and hand them over for auditing to the incoming Directors to-morrow morning.

All the necessary plans for the work of forwarding the principles and policy of the Kuomintang have long been made. Yesterday afternoon Marshal Li Tsai Hsin called an informal meeting of the Directors above named at the Government House, and spoke on the tasks that lay ahead of them.

(Continued on next Column).

JAPANESE IN CANTON.

ORDERED TO SHAMEEN OR
GUNBOATS.SPECIAL PRECAUTIONS BY
GOVERNMENT.

All the Japanese residing in Canton have, on the instructions of the Japanese Consul-General in Shameen, gone to Shameen or to the Japanese gunboats lying off Shameen.

This is a matter of precaution. So far, however, no trouble of any sort has arisen.

The Canton regime is taking special care to protect not only Japanese but the members of all other foreign nationalities.

In an interview with Mr. Kwong, head of the publicity department of the Provincial Kuomintang, our representative was told that the purpose of the reorganization of the two Branch Headquarters of the Nationalist Party is to obviate conflicts among the staff and to bring about closer co-operation with the Central Executive Committee of the Party at Nanking. These two things which are so essential to the success of the Kuomintang, said Mr. Kwong, have been lacking in the past. The reorganization, it is thought, will further the life of the Party.

NEW AIRPLANES FOR
CANTON.

The Aviation Department some time ago ordered a number of new airplanes. These arrived last week and are now being transported to the aviation hangars for assembly.

It is reported, says the Canton Gazette, that several foreign aviators have also arrived to assist in assembling and testing the new machines.

These latest additions to the air squadron are of the latest design, and when assembled and in service, will augment the strength considerably. Department orders now provide that practice flights are to be made regularly by the aviators attached to the station. This aims at improving and maintaining the high standard of efficiency of the flyers.

Mr. Cheung Wai Cheung, Director of the Aviation Department, with Mrs. Cheung, last Friday made a flight as an example to encourage the others to make frequent practice.

MOTOR CYCLE POLICE
PATROLS.

The Bureau of Public Safety sent men to Hong Kong to purchase six motorcycles for the use of the department.

These machines will be used by the senior officers of the police force on patrol work, and regular patrols will be maintained. This service will shortly be started, and particular attention, according to the Canton Gazette, will be devoted to maintaining public order in the city outskirts.

RACECOURSE IN CANTON.

The government some time ago decided to open the East Parade Ground as a race course. The privilege of forming and operating the race course was awarded to a Lu Yin Suen. Up-to-date nothing has been heard of the progress made, and with a view to hastening the construction, Mayor Lam Man Koi has requested a report of the work that has been done. Steps will then be devised to push on with the work and complete the course.

GRILLES FOR K.-C. RAILWAY
ENGINES.

Following the recent robbery on the Canton-Kowloon Railway Mr. Lo Min, Managing Director of the Railway, applied to the Commander of the 8th Army to furnish ample troops for the adequate protection of the trains of this railway.

As reported military guards have been provided, and the protective measures are now to be extended. The rail track will probably be patrolled.

In every case of train hold-up, the engine crew were invariably kept under control by the robbers. The locomotives therefore, says the Canton Gazette, are to be fitted with grilles and steel plates, and it is hoped these will prevent robbers from gaining access to the engine cab. Hitherto it has been a simple matter to clamber along to the cab, but with the installation of these grilles and plates such action will be frustrated.

THE URGENT NEED
OF THIS COLONY.H.E. THE GOVERNOR'S
APPEAL.BARRIERS BETWEEN EURO-
PEAN AND CHINESE
COMMUNITIES.SCHOOL OF CHINESE AT THE
UNIVERSITY.

The following appeal by H.E. the Governor to the European community of Hong Kong has been forwarded to us for publication:

"I venture to recommend very strongly indeed to the attention of the European community of Hong Kong the strenuous and successful efforts which are now being made by the leaders of the Chinese community to raise funds with which to found a school of Chinese at the Hong Kong University. The objects of this school will be, on the one hand, to encourage the scientific study of the Chinese language, literature, history, philosophy, and archaeology on modern lines, and on the other hand, to afford facilities to Europeans for learning the Chinese language and to acquaint themselves with Chinese thought and customs. One of the most urgent needs of this Colony, as I see it at the present time, is that the barriers between the European and Chinese communities here resident should be broken down, and this cannot effectively be done until the Europeans, who live and have their business in Hong Kong, acquire a competent knowledge of the Chinese language. It is, therefore, of the utmost importance that the project now in hand should succeed, and I sincerely hope that the response of the European community to the appeal now made will be no less generous than that of the Chinese community."

Sd. C. CLEMENTI,
Governor.

May, 8th, 1928.

THE PRESENT POSITION.

Dealing with Chinese Studies in his report on the University for the past year, Mr. W. W. Hornell, the Vice-Chancellor, writes:

"The curriculum of the Faculty of Arts comprises five groups of studies. For a number of years prior to 1927 Chinese language and literature only figured in this curriculum as an alternative subject in the first and second year courses of the letters and philosophy group. No other provision for the study of Chinese was either made or contemplated."

In the latter part of 1928 the Vice-Chancellor and Dr. Lai Chi Hsi paid a visit to Malaya and succeeded in enlisting the practical sympathy of certain wealthy Chinese in Kuala Lumpur and Penang. Thanks to the generosity of Mr. Chan Wing and Mr. Lai Wong Chee of Kuala Lumpur and the executors of the estate of Mr. Hye Kee Yoon of Penang, a sum of \$40,000 was collected. Further contributions were received from Mr. Ng Wah and Mr. Kwok Chung Yeung.

It was decided to do something at once. Accordingly these collections were not put by as capital but spent on the improvement and re-equipment of the Chinese library and on making available facilities for teaching Chinese language and literature up to the degree stage. Chinese language and literature is therefore now a degree subject in the curriculum of the Faculty of Arts. But the money will be all spent by the end of this year.

In 1928 the Government of Hong Kong opened a special Chinese Vernacular Middle School, the students of which are trying to combine a practical study of English, as a medium of expression with an intensive study of Chinese. The course was designed to lead on to a higher course at the University, a course which would involve a wider and more detailed study of Chinese than could be provided in the Faculty of Arts where, if Chinese be taken as a subject for the degree, it must be combined with several other subjects. What is needed is to continue the teaching of Chinese language and literature in the Faculty of Arts as a degree subject in the Faculty and to provide at the same time for a more intensive study of Chinese, combined with a practical study of English, in a special Chinese Department or School in a special course which should not, to start with, lead to a University degree but to some sort of diploma. Some students who have passed successfully through the Government Vernacular Middle School courses are still waiting in the school to see whether such a course cannot be developed in the University. The financial position of the University is unfortunately such that unless further funds are forthcoming by the end of the year, there will be no alternative but to close down the Chinese work which is now being done in the third and fourth year classes of the Art Faculty and to revert to the arrangements which were superseded at the beginning of last year.

This will be deplorable but the University's activities are limited by its income.

In February, 1927, a Cantonese class was opened with seven students—two Government cadets, a retired military officer and four missionaries. The Chinese teacher is Mr. Sung Hok Pang who has been seconded from Queen's College, and the class is under the general control of the Rev. H. R. Wells. A proposal that military officers in the Hong Kong command might be seconded for a term of study at the University Language School has so far failed to materialize. The great handicap of the class is the uncertainty of its future, which is bound up with the more general question of what the University is going to be able to undertake in the matter of Chinese studies generally.

(Continued on next Column).

CORRESPONDENCE.

CHINESE LABOUR CORPS.
B.E.F.

(TO THE EDITOR OF THE "HONG KONG DAILY PRESS.")

Sir,—It may be a matter of interest to some of your readers and will be to others both here and in China to know that at the unveiling of the Memorial to the Chinese in the service of the British Government who died through enemy action in the Great War, the Chinese Labour Corps, B.E.F., was not forgotten. A wreath was laid by the writer at the base of one of the pillars with a card attached bearing the following inscription:—

"To the Memory of the Chinese Members of the Chinese Labour Corps, who lost their lives in the War."

At the time of the repatriation of the Chinese, there were dotted throughout the North of France and Flanders the graves of Chinese who died in the service of Great Britain, and at Noyelles-Sur-Mer was a cemetery containing the graves of many others. It was the intention to collect and bury in this cemetery all who were buried elsewhere; each grave was to have a granite tombstone bearing the name of the deceased and the date of his death. The work was to be carried out under the Imperial War Graves Commission, and skilled engravers, members of the Chinese Labour Corps, who had elected to remain in France for the purpose. Enclosing my card—I am, etc.,

LATE DEPUTY ADVISER,
H.Q.-C.L.C.

May 8th, 1928.

ECONOMICS OF SAVING.

(TO THE EDITOR OF THE "HONG KONG DAILY PRESS.")

Sir,—If, in an agricultural country such as I had in mind in my former letter, people, instead of investing in land, cattle, machinery, labour, houses—the 101 things that connote agricultural prosperity—are willing to let their money lie in the banks at 1 to 1½ per cent interest per annum, surely business must be in a bad way, and the bank deposits evidence not of prosperity, but of depression—Yours, etc.,

May 8th, 1928.

VICTORIA GAOL.

PRISONERS ATTEMPTED
ESCAPE.

THOUGH A VENTILATOR.

The story of another attempt to escape from Victoria Gaol was related before Mr. B. E. Lindsell at the Central Magistracy yesterday morning, when a prisoner was accused of trying to break gaol.

Mr. J. W. Franks, Superintendent of Prisons, who prosecuted, told the Magistrate that the prisoner made the attempt on April 24th. He was serving a term of six weeks' hard labour which was due to expire on June 8th. Prosecutor asked the Magistrate, should he find the prisoner guilty, to order the sentence to run from that date.

The Magistrate adopted that course and imposed a sentence of six months' hard labour to begin at the end of the present term of imprisonment.

Lost In The Jail Compound.

It was stated that the prisoner made a hole in the wall of his cell with the aid of a piece of iron which he smuggled from the workshop. A hole was made where a ventilator had recently been filled in with bricks. The prisoner squeezed through the hole but was unable to get further. He wandered aimlessly about the gaol compound and strayed into the female section of the prison, where he was spotted and promptly arrested by the warder on duty.

This will be deplorable but the University's activities are limited by its income.

In February, 1927, a Cantonese class was opened with seven students—two Government cadets, a retired military officer and four missionaries. The Chinese teacher is Mr. Sung Hok Pang who has been seconded from Queen's College, and the class is under the general control of the Rev. H. R. Wells. A proposal that military officers in the Hong Kong command might be seconded for a term of study at the University Language School has so far failed to materialize. The great handicap of the class is the uncertainty of its future, which is bound up with the more general question of what the University is going to be able to undertake in the matter of Chinese studies generally.

IN THE TRAFFIC
COURT.SEVERAL EUROPEANS
SUMMONSED.

A COLLISION RECALLED.

At the Central Magistracy yesterday morning, Major C. Willson heard a number of traffic cases in which Europeans were concerned.

Mrs. Nowell White appeared in support of summons for reckless driving brought against a Chinese motor-car driver. Witness said that on Good Friday, when near the Wanchai Post Office, she saw two motor-cars proceeding towards the racecourse. While waiting to let them pass, she was knocked down by another car going in the opposite direction. Witness was unconscious when picked up and had been under medical treatment since that day.

The defendant stated that he sounded his horn, but Mrs. White crossed the road in front of his car. He wished to call a witness and the case was adjourned for a week.

ON THE WRONG SIDE.

Mr. Jenio Giovanni, a Fiat engineer, was charged with reckless driving on April 24th.

Traffic Sergeant Baker said that there were a number of cars on the road and defendant overlooked every one of them and passed on the wrong side. Defendant did this on the way from the Dockyard to the Central Garage.

A fine of \$20 was imposed.

FORGOT HIS LICENCE!

Mr. C. D. Wright, owner of a motor-cycle, admitted charges of passing another moving vehicle on the left side and of failing to produce his driving licence, but stated that a motor-car was occupying the centre of the road. As there was plenty of room to pass through on the left side and being in a hurry to keep a dinner appointment, he overtook the car. As regards the licence, Mr. Wright said that he forgot to take it when he changed into evening dress.

Defendant was fined \$10 for passing on the left side of the motor-car and \$4 for failing to produce his licence.

TWO MOTOR CYCLISTS
CHARGED.

Mr. G. W. Cooper, was one of two motor cyclists charged with driving in a dangerous manner. He pleaded not guilty.

Traffic Sergeant Baker said that he first observed the defendant, accompanied by another motor cyclist, pass the junction of Spring Garden Lane and Queen's Road East at a speed of between 25 and 30 miles an hour. This speed was particularly dangerous as there were thousands of people on the road near the Grand Theatre at the time, a Saturday night. Witness stopped him near the Murray Barracks and told him he was driving dangerously.

Defendant stated that he was all the time following another motor-cycle and there was also a car in front. He asked why the others were not summonsed, and suggested that if he had been travelling so fast as was alleged, with thousands of people on the road, he must have knocked somebody over.

Sergeant Baker replied that he did not see a car in front. The other motor cyclist, Traffic Sub-Inspector Alexander, stated, was Mr. B. Thompson and as it was most inconvenient to the Dairy Farm to have both these employees away in Court at the same time, he had been asked to let only Mr. Cooper attend.

His Worship, however, required Mr. Thompson also to attend and adjourned both summonses until next week.

TWO CARS IN COLLISION.

Captain G. Holm was summonsed for being on the wrong side of the road when driving a car and for failing to report a collision with another car owned by Dr. S. C. Ho.

At a previous hearing, Mrs. Ho, who was in the car at the time, was present in Court, but Captain Holm was away at sea. It was stated yesterday that Mrs. Ho had left for England.

Captain Holm said that he received a signal from the constable at the junction of Ice House Street and Queen's Road to pass and his car was well on the left side of the road.

The Magistrate decided to have the evidence of the driver, and as Captain Holm was due to sail again the second summons was adjourned sine die. For failing to notify the accident a fine of \$5 was imposed.

CRUSADE AGAINST TOUTS.

Acting on complaints made to the police of the nuisance caused by toutage, particularly at night time, six offenders were caught and brought before Mr. B. E. Lindsell at the Central Magistracy yesterday. Among them was a small boy, who followed the example of the others in admitting the offence.

Four of them who were first offenders were fined \$5 each and warned against repeating the offence. A fifth man had been previously in Court for the same offence and he had to pay a fine of \$10. The youth was ordered six strokes with a cane.

AN APOLOGY.

MESSRS. LANE CRAWFORD LIMITED beg to inform the public that in advertising goods for sale in their Men's Outfitting Department by notices in the local press and by circulars to customers they have made use of designs and letterpress which are the copyright of Messrs. Austin Reed's of Regent Street London particularly in advertisements headed "THE NEW TAILORING—YOU CHOOSE YOUR CLOTHES NOT CLOTH" which both in design and letterpress is an infringement of Messrs. Austin Reed's copyright advertisement "THE NEW TAILORING—YOU CHOOSE CLOTHES INSTEAD OF CLOTH" and "LANEFORD DRESS COLLARS," the design and letterpress of which is an infringement of Messrs. Austin Reed's copyright advertisement in respect of their Summit collars.

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"MONTY"

MILTON HAYES' FAMOUS CHARACTER IS BACK AGAIN THIS MONTH

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Innumerable cross references are given throughout the book to assist users to find the most useful phrases; special endeavour has been made in arranging the contents so as to enable the coding and decoding of messages to be effected with speed and economy.

KELLY & WALSH, LTD.
THE BOOKSHOP. CHATER ROAD.

INTIMATIONS.

BRITISH LEGION.
(HONG KONG BRANCH).

THE 7th ANNUAL GENERAL MEETING will be held at 5.15 P.M. on FRIDAY, 11th MAY, 1928, in the Board Room of JARDINE, MATHESON & Co., Ltd.

To receive the Report and Accounts for the Year 1927.
To elect Officers, etc.

A. PIERCE,
Hon. Secretary.
[6225]

CHINESE ESTATES, LIMITED.
FIFTH ORDINARY YEARLY MEETING.

NOTICE IS HEREBY GIVEN that the FIFTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Office at China Buildings (5th Floor), Hong Kong, on WEDNESDAY, 11th MAY, 1928, at 12 O'clock Noon, for the purpose of receiving the Report of the Directors, and a Statement of Accounts for the Year ending 30th FEBRUARY, 1928; and of electing Additional Directors, if thought fit, and also of electing an Auditor.

The TRANSFER BOOK of the Company will be CLOSED from the 9th to 10th MAY, 1928, Both Days inclusive.

By Order of the Board of Directors,
HENRY LOWCOCK,
Secretary.
Hong Kong, 2nd May, 1928. [6225]

THE CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-SEVENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned on THURSDAY, 17th MAY, 1928, at Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the Year ended 31st DECEMBER, 1927.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 3rd to the 17th MAY, 1928, Both Days inclusive.

JARDINE, MATHESON & CO., LTD.
General Agents.
Hong Kong, 28th April, 1928. [6172]

LANE, CRAWFORD, LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Office of the Company, Exchange Buildings, Des Voeux Road, Hong Kong, on SATURDAY, 19th MAY, 1928, at 12 Noon.

The TRANSFER BOOKS of the Company will be CLOSED from 9th MAY, 1928, to 19th MAY, 1928, Both Days inclusive.

By Order of the Board of Directors,
S. J. JORDAN,
Secretary.
Hong Kong, 2nd May, 1928. [6224]

MACAO RACES.

EIGHTH EXTRA RACE MEETING.
SUNDAY, 13th MAY, 1928.

FIRST RACE—1.15 P.M.

PUBLIC ENCLOSURE 40 Cents.
MEMBERS' ENCLOSURE \$1.00.

RACE STEAMERS—

HONG KONG TO MACAO:
S.S. "SUI AN" 8.30 A.M.
S.S. "TAISHAN" 9.30 A.M.
MACAO TO HONG KONG:
S.S. "SUI AN" 3.30 P.M.
S.S. "TAISHAN" 5.30 P.M.

By Order,
S. W. CHENG
[6227]

SALE OF H.M.S. "ROBIN."

TENDERS are invited up to the 24th MAY, for the purchase of the above named Vessel as she lies in the Basin at H.M. NAVAL DEPOT, Kowloon.

Full particulars of the Vessel and Conditions of Sale, and Permits to view, may be obtained on application to the NAVAL STORE OFFICER, H.M. Dockyard, Hong Kong, and Tender forms will be issued on payment of a deposit of \$200, returnable when decision on the Tender has been reached.

The vessel will be on View at H.M. NAVAL DEPOT, Kowloon, from the 2nd MAY.

If required for further Service the Ship can be sold to British Nationals only, if bought for breaking up the vessel to be completely broken up within 12 Months from date of purchase.

Tenders will be received in the Office of the NAVAL STORE OFFICER, H.M. Dockyard, up to Noon on THURSDAY, 24th MAY. [6211]

INTIMATIONS.

FOR SALE.

NEWSPAPER PRINTING MACHINE. In thoroughly Good Order. Capable of Printing Four Pages at One Time of the Average Daily Newspaper. Apply Box 6117, c/o Daily Press Office. [6117]

TO LET.

A FLAT in HUMPHREYS BUILDING, PHREYS ESTATE & FINANCE CO., LTD., ALEXANDRA BUILDINGS. [6201]

NEWLY FURNISHED 5 ROOMED BUNGALOW, MAGAZINE GAP, TONNIS COURT, Modern Sanitation. TO LET for 6 Months from 1st JUNE. Moderate Rental to Suitable Tenant. Apply Box No. 6133, c/o Hong Kong Daily Press. [6133]

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46/50, NATHAN ROAD, KOWLOON.

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MRS. BETEN (Trained in Paris) Late of Hong Kong Hotel, Guarantees Absolutely Painless Permanent Hair Waves. Prices Moderate. —2/F, TRAITS BUILDING, KOWLOON. For Appointment: Phone K. 945. [339]

FOR SALE.—BUMBER: 2.3 SEATER, 11.4 h.p., in Perfect Running Order; Two Spare Wheels; Tyres Almost New; Recently Overhauled; Insured to JANUARY, 1929. Owner leaving Colony. Will Accept \$1,000.—Apply: Box 335, c/o Hong Kong Daily Press. [335]

WANTED—Experienced STENOGRAPHER-TYPIST for Solicitor's Office.—Apply: P.O. Box 387. [430]

MARRIAGES.

CONCANNON—LYON.—At St. Edwards, London, on April 14th, MICHAEL PATRICK CONCANNON to DOROTHY MARGARET, only daughter of Mr. and Mrs. JAMES A. LYON, Hong Kong and Edinburgh. [6239]

MAYELL—ATKINS.—On May 3rd, at Shanghai, ELLA, second daughter of Mr. and Mrs. F. G. ATKINS, of London, to EDMUND, third son of Mr. and Mrs. G. R. P. MAYELL, of Sanderstead, Surrey.

DEATH.

ANDREWS.—On May 2nd, at Shanghai, GEORGE ANDREW, wife of A. E. J. ANDREW, aged 29 years.

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, MAY 9th, 1928.

THE UNIVERSITY'S REPORT.

This report on the working of the University for 1927 does not appear to be as full or as informative as the report issued for the previous year. At the end of 1926 we were given the number of students, the cost of the University as a whole and the cost of the individual Faculties. This year the expenditure incurred by the various Faculties has been omitted. Obviously

INTIMATIONS.



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NEVER
VARIES!

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WINE AND SPIRIT MERCHANTS.
PHONE C. 618. [50]

the information must be in the possession of the Authorities and its omission from the report is, therefore, probably due to the opinion that such details are of no interest to, or concern of the general public. We are inclined to think that this is a mistake. The foundation of the University must stand on public interest and that interest will best be fostered by the dissemination on the widest possible scale of the most detailed information of the University's work.

Those responsible for official propaganda often, in our opinion, come to grief owing to their failure to grasp the importance to the public of petty detail. If we tell any of our friends that the University is a fine institution doing wonderful work, they nod their heads in agreement and yawn. If we tell them that Professor Jones, Brown or Robinson is proving himself to be a remarkably able lecturer and is securing excellent result from among his students attention is immediately aroused and further information is requested. During 1927 we see that the expenditure of the University was \$529,387 upon 294 students, or roughly \$1,800 for each one. Towards this total the students themselves contributed \$111,487 or something under \$400 a head. Each receives, therefore, as a free gift, University education to the value of \$1,400 a year. These figures are roughly the same as the figures of the previous year and if, after due consideration of them, the student are not grateful and appreciative all that we can say is that they ought to be. It would be interesting to calculate how much it costs to turn out a young doctor,

or a young engineer or a graduate in Arts, but, as we have stated, the necessary figures are lacking. In 1926, after separating costs of the different departments from the general university expenditure, a rough estimate showed that the cost per student in the Medical Faculty was \$820 a year and in the Engineering Faculty \$1,400 a year.

The Faculty of Medicine is the most popular of the University's three faculties. This is not surprising. It leads to a definite objective. It is surrounded by an atmosphere of "gentility" or high respectability which is not without its appeal to the aspiring University graduate. Fewer students choose engineering as a profession and even among these the majority are attracted by the "less physical" exacting requirements of "the civil engineering courses." The Vice-Chancellor says:—

"It is possible that in our attempt to train Chinese mechanical and electrical engineers we have started at the wrong end; that what is needed is not so much an attempt to induce young men whose parents can afford to give them a secondary school and University education to become mechanical and electrical engineers, as to train selected artisans to be capable of doing a higher grade of work."

This is very probably the true reading of the situation. Mechanical engineering means a good deal of hard and dirty work and it is doubtful whether the University, as now constituted, will ever secure the young men willing to undertake it. The Faculty of Arts must necessarily fail in popularity compared with the Faculty of Medicine because unless the student intends to become a school-teacher—a poorly paid career among the Chinese—the possession of an Arts degree does not, as is the case with medicine, immediately establish its possessor in the professional world.

In the Faculty of Medicine, however, it is stated that the professors are overburdened with routine work. This is an unfortunate state of affairs and should, if possible, be remedied. But in the light of the figures given it seems curious that trouble of this sort should have arisen. There are 150 students, seventeen of whom graduated last year. The staff of the Faculty comprises eight full-time professors, including the professors of chemistry and physics, five full-time assistants and eight part-time lecturers. In the circumstances we do not know whether to regard the under-graduate as objects of pity or of envy. If this band of professors and lecturers are "overburdened" with routine work what wonderful intellectual "feats" must be prepared for this comparatively small group of students. As we say, we do not know whether to envy them their glorious opportunities or to pity them on account of the mental indigestion which must surely follow.

MALAYA FILMED.

A complete moving-picture record of the present condition of Malaya, produced under the direction of the Federated Malay States Government, is the latest addition to the archives of Empire. It will be remembered that last year an expedition was despatched from London to film the life of the country and its principal industries. The result has now been seen and, according to a Home paper, more than comes up to expectations. Divided into 17 sections, each dealing with a different industry or aspect of Malayan life, the film constitutes a most valuable record of the present stage of development.

The receipts for the Diocesan Boys' School Concert on Saturday amounted to \$402.50, which amount, less expenses, is being paid into the New School Equipment Fund.

Pohomull Bros., of the Grand Silk Store, announce that they are continuing their summer sale until the end of this week in response to many requests. Exceptionally good business has been done during the sale.

The engagement is announced between Wilfred Pryor, of Tientsin, and Dorothy Gertrude King, daughter of Mr. H. F. King, H.B.M. Consul at Tsingtao, and Mrs. King. The marriage will take place at Tsingtao in August.

Fines of \$750 and \$1,000 respectively, or alternatively four and five months' hard labour were imposed by Mr. R. E. Lindsell yesterday morning on two Chinese for possession of 12 and 15 tins of prepared opium. The drug was found hidden inside their socks.

A report to the Police yesterday by Mr. William J. Wiltshire states that between noon of the 4th inst. and 10 a.m. on Monday morning, a thief entered Mr. Justice Wood's Court and stole an electric fan.

A Chinese with eight previous convictions against him was sentenced to twelve months' hard labour by Mr. R. E. Lindsell at the Central Magistracy yesterday. The charge was of stealing one dollar from another man, but the defendant was still under police supervision at the time.

A well-known Muslim missionary, Maulana L. A. Haidari, has arrived in the Colony and will stay here for a week, his address being 317, Wyndham Street. Maulana, who is a graduate of the Preachers Training College, Lucknow, is anxious to expound and explain the Faith to any enquirers and appointments can be made through Mr. Naimin Bhooy or Mr. Abdul by application to the above address.

To-morrow (Thursday) afternoon at 4.30 the Y.M.C.A. Mr. A. E. Wood, Director of Education, will distribute the trophies in the Students' League of the Hong Kong Basketball Association. St. Paul's College Five won the finals in the Senior Division and the Ying Wah College Team in the Junior. Following the award there will be an exhibition game between the St. Paul's College Team and a picked five from the other teams.

A general reshuffling of posts in the German diplomatic service includes the following new appointments: Minister in Peking: Dr. von Borch, hitherto Counselor of Embassy at Tokyo; Ambassador in Tokyo: Dr. Boretzsch, at present Minister in Lisbon. Dr. Solz will remain in Tokyo until the autumn in order to represent Germany at the Coronation celebrations. He is retiring from the Tokyo post, having reached the age limit of 65.

The Chinese Y.M.C.A. announces that the section lecture on Malaria in the series being given by Dr. T. W. Ware, of the Government Medical Department, takes place in the Main Hall at 51, Bridges Street, this evening at 8 o'clock. The first lecture covered the history and distribution of malaria and the fight against it in various parts of the world. The second lecture will deal with diseases caused by the bites of insects, and the physical and economic effects of malaria, the care of patients and isolation. As in the first lecture Dr. Ware will present the subject in popular non-technical terms. A general invitation is extended. The interpretation will be by Mr. Chak Tai Kwong, the leader of the Y.M.C.A. unit of the St. John's Ambulance.

H.E. THE GOVERNOR'S DEPARTURE.

LEAVES QUEEN'S PIER AT 11 A.M. TO-DAY.

H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) accompanied by Lady Clementi and family, is proceeding on Home leave to-day by the S.S. *Empress of Russia*. Everyone in the Colony will join in wishing them a very enjoyable holiday.

A formal embarkation from Queen's Pier (of which details have already been published) takes place at 11 a.m. Dress will be uniform or morning dress.

HEALTH OF THE COLONY.

SMALL-POX CASES.

The returns of notifiable diseases in the Colony for last week show that there were eight fresh cases of small-pox and seven deaths. All patients were Chinese.

There were five cases of diphtheria, 3 British and 2 American, but fortunately none has proved fatal.

There were also two non-fatal cases of plague, two of enteric and one of paratyphoid fever during the week. Two fatalities from influenza were reported.

On Monday six more Chinese cases of small-pox (3 imported) and one British case of diphtheria were notified.

THE CHEER 'O Y.M.C.A.

EVENTS FOR THE WEEK.

The Cheer 'O Y.M.C.A. (Queen's Building) announces that the following events have been arranged for this week:—

To-day—Whist drive at 7 p.m.

To-morrow (Thursday):—Dance at 7.30 p.m.

Sunday—Dance at 7.30 p.m.

All Service men are heartily invited to the above events.

The Cheer 'O Y.M.C.A., City Hall, will be opened during this month and the date will be announced later.

RED AND GREEN LABELS.

CHARGE AGAINST TAI LEE WINE FIRM DISMISSED.

FINES FOR MINOR IRREGULARITIES.

Before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon the charges against Tai Lee, wine merchants for alleged possession of 385 gallons of dutiable wines, and for failing to keep a correct record of red duty labels supplied to them by the C.I.E. office, were dismissed.

However, the Magistrate imposed a fine of \$100 for being in possession of 10½ gallons of dutiable wine, seized whilst in transit in Queen's Road, and of \$200 for not having proper green duty labels affixed to these jars. The five jars of wines found in the shop premises, and which were not labelled, were ordered to be confiscated.

Mr. B. C. K. Hawkins, Superintendent of the Export and Import Office, prosecuted, and Mr. H. A. Taylor was also present. Mr. M. K. Lo was for the defendants, the Tai Lee wine firm, of No. 117, Queen's Road.

At the previous hearing the Magistrate ordered the defendants to hand over their books for examination by the C.I.E. office, and at the opening of yesterday's proceedings Mr. Hawkins, in reply to the Magistrate, said that although he could not refuse the abstracts of the books given him, he was entirely satisfied. The system of book-keeping left much to be desired.

Asked by the Magistrate if the stock balance was correct, Mr. Hawkins replied that it tallied only roughly. An exact balance could not be obtained. Mr. Lo remarked that exact quantities of wines could not be accounted for, and that every wine firm was always a few gallons out one way or another.

Proprietor's Evidence.

The proprietor of the Tai Lee firm admitted that the books showed that three red labels were not accounted for. This was due to the fact that two labels had been handed by his *fokis* to the *fokis* of the Tai Hing wine firm to affix to the two jars of grape wine purchased by the witness's firm. The Tai Hing *fokis* put the Tai Lee red labels into the same drawer as their own, and after filling the jars, took two of the Tai Hing red labels from the drawer instead. It was a mistake, said the witness. The witness added that the remaining red label was affixed to a jar of wine which a customer had purchased for cash, but the entry was not made at the time, and, by a mere coincidence, Revenue Officer Grimmett arrived just after the customer had left.

Questions were then asked as to why a red label was pasted on the wine purchased by the customer. According to the books the purchase was only 10 cetties in weight, and the regulations of the C.I.E. did not require red labels to be affixed unless over 20 cetties were sold.

The witness said that he had always affixed labels to small amounts.

The Magistrate: How long have you been doing that?

Defendant: For six years.

Mr. Hawkins, for the prosecution, said that the jars of wine seized in transit had green labels affixed, and by the look of them they must have been used before. This showed clearly that the duty on the wine had not been paid.

A correct record had to be kept of red labels, but this was unnecessary for green labels, and the defendants took the advantage of this and affixed old labels on jars, so as to escape paying duty.

The Magistrate imposed fines as stated above.

LAI-CHI-KOK MURDERER REPRIEVED.

IMPRISONMENT FOR LIFE.

FIGHT ON TUNG ON WHARF.

A Chinese dressed in European clothes, evidently of the returned student type, objected to being searched when accosted by the Chinese Customs officers on the Tung On wharf last night, and a "free for all fight" ensued. Blows were freely given and taken, but it took six men to hold the Chinese. He was subsequently arrested and taken to the Police Station.

FIGHT FOR LIFE.

FISHERMAN AND ARMED ROBBERS.

TWO PIRATES DROWNED.

A thrilling story of how four junk men overpowered two armed robbers, set to guard them, and threw the ruffians overboard to drown was told in a report made to the police yesterday afternoon. They were goaded to action by hearing the pirates plan to throw them overboard when they were bound hand and foot in the hold of a fishing boat. Wong Yee Chow, master of a cargo junk, stated that he left Tai Ping Market at about noon on Sunday with 100 piculs of ashes. The junk carried a crew of three besides himself. At about 10 p.m. that evening they were anchored just off Lung Ku Yan, in British Waters and about 600 yards from the shore. The crew including the master were all asleep. Suddenly the master was awakened and found that six men had boarded his junk. They were armed and after binding the crew drove them on to the oyster fishing boat which was alongside the junk. They were forced into the hold and the hatch cover was placed over them. Two of the robbers were set on board to guard them. The other four robbers sailed away in the junk while the fishing boat sailed in the opposite direction.

After about two hours, the crew overheard the robbers making suggestions to drown them, and they began to wriggle themselves free of their bonds. They succeeded in freeing themselves, and when the robber opened the hatchway, they sprang on him, and soon overpowered him. The other robber who was in the stern of the boat fired twice at them but both shots went wide. The master then attacked the robber with the revolver they had taken from the first man and succeeded in throwing him overboard. In the meantime the crew had also thrown the other robber overboard, and he was seen to sink. Nothing is known of the fate of the other robber.

The master then sailed the fishing boat to Chek Wan where they saw the Chinese Customs launch *Diu On*, and the master went aboard and reported the matter. A continuous search for four hours failed to find their junk, so the crew returned to *Tai Shan* where they embarked on a junk and returned to Hong Kong on the 7th instant.

INSURANCE OFFICE HELD UP.

IN CENTRAL DISTRICT LAST NIGHT.
\$4,000 WORTH OF MONEY AND VALUABLES TAKEN.

Shortly after 8 p.m. yesterday evening, the premises of the Shanghai Insurance Company at No. 289, Des Voeux Road, a little past Wing On Company, were about to close its doors when seven men entered through the open doorway and levelled three revolvers at the four men in the office. Resistance was not attempted and the men were bound and taken into the bathroom at the back of the premises. The keys of the three safes were demanded, but as the intruders could not open the safe they called upon the accountant to help them. They chose the middle safe, and took away money in notes to the value of \$3,000 and other documents valued at \$1,000. They all wore felt hats and were not masked. They were very polite but firmly demanded obedience and silence with dire threats if trouble were given. As soon as the gang had left the police were informed and a detachment of European detectives were soon on the scene.

Suspicious Character Arrested.
At about 9.30 p.m. two Indian constables suddenly pounced on a Chinese in Des Voeux Road, and searching him they found about \$300 in notes on his person. He was arrested and taken to the Police Station where he was detained for investigation. It is not known whether he was one of the seven men, who committed the robbery.

WEATHER REPORT.

Yesterday's weather report forecast and remarks, issued by the Royal Observatory at 4.55 p.m., stated:—

The anti-cyclone is unchanged. The typhoon apparently remains stationary about 300 miles east of Manila.

Local Forecast:—N.E. winds, light to moderate, fine.

THE TYPHOON.

A message from Manila Observatory received here yesterday states that at 5 p.m. the typhoon was in about 15° N., 128° E., moving north.

JAPAN DECIDES ON "DRASTIC ACTION."

MANY FOREIGNERS LEAVE FOR TSINGTAO.

FALSE REPORT OF COMMISSIONER'S MURDER.

DEMANDS REJECTED BY NATIONALISTS.

Fighting has again broken out between the Nationalists and the Japanese at Tsinan. It seems clear that this renewal of hostilities is the result of demands put forward by the Japanese General to which the Nationalists refused to accede.

It is difficult to decide which was the aggressor in the further outbreak of hostilities. A Japanese report, coming from Tsinan, states that Japanese troops, having decided that drastic action was necessary, attacked and routed the Southern, blowing up their ammunition dump. On the other hand, a message from Peking states that though the Japanese had decided to take active measures, the trouble was actually started by Nationalist soldiers.

A late message to the vernacular papers states that Japanese troops have left Nagoya for Tsingtao on board 23 transports. "On the arrival of these troops, there will be 23,000 Japanese troops in Shantung."

An international train has been run from Tsinan to Tsingtao, and some 70 foreigners have sought the greater safety of the port. Japanese troops are occupying almost all stations on the line, but later fighting has broken out again on the railway.

The story of the brutal murder of Tsai Kung Chieh, the Foreign Commissioner of Shantung, together with sixteen other officials, is now categorically denied by Japanese cables from Tokyo. The whole story is stated to be a deliberate fabrication by the Chinese authorities, put about with the intention of evading responsibility for the whole Tsinan affair.

FRESH OUTBREAKS.

[THROUGH REUTER'S AGENCY.]

Tokyo, May 8th. It is clear from messages just received from Tsinan that severe fighting broke out again between the Japanese troops and the Nationalist soldiers last night. The Southern, in spite of previous agreements, launched an attack on the Japanese troops who were guarding the foreign commercial area.

Peking, May 8th. A Japanese official communiqué from Tsinan states that the Japanese General has demanded that the Southern withdraw outside a zone twenty li on each side of the Shantung Railway. The Chinese refused and took offensive measures. The Japanese then decided to take active measures to enforce their demand and published a proclamation in the Chinese language to that effect.

At 8 o'clock this morning part of the 13th Japanese regiment was reconnoitering in the Northern suburbs of Tsinan, along the railway, when the Southern suddenly fired on them.

Heavy fighting ensued and the Japanese exploded a Chinese ammunition dump, and also set fire to the Chinese barracks, forcing the Chinese to evacuate them. The Southern then attacking the railway zone in great numbers, and the battle was still raging at 11 o'clock this morning.

DRASTIC ACTION.

(Wah Tsai Yat Pao.)

SHANGHAI, May 8th. A message from Tsinan reports that the Japanese military leaders have demanded an apology from Marshal Chiang Kai Shek for the Tsinan troubles but up to 4 p.m. on the 7th inst. Marshal Chiang had given no answer.

This morning the Japanese took drastic action, placing their artillery near the Japanese hospital and training the guns on the city of Tsinan. They ordered the inhabitants inside the city to leave at once.

Marshal Chiang Kai Shek left Tsinan for Tientsin last evening.

[THROUGH REUTER'S AGENCY.]

Tokyo, March 8th. A despatch from Tsinan appears to confirm the Tsingtao message of another attack by Japanese troops, which is stated to have been carried out for the purpose of maintaining railway and telegraphic communications as well as for the protection of the lives and property of Japanese residents. Owing to this the railway station military barracks and telegraph and telephone offices and other strategic points have been occupied.

A later report from Tsinan states that Japanese troops, having decided that drastic action is necessary, have attacked and routed the Southern this morning, blowing up their power magazine.

PRESS VIEWS.

A CALM TONE.

[THROUGH REUTER'S AGENCY.]

Tokyo, May 8th. Despite expressions of deep indignation at Southern barbarities, the Press and public generally are notably calm. There is no sign of resentment against individual Chinese residents in Japan.

The main fear appears to be that the Chinese will attempt to rouse foreign sympathy by anti-Japanese propaganda. Though demanding that justice be meted out, and the Chinese responsible for the outrages be fittingly punished, the newspapers urge the Southern leaders to do their utmost to prevent further clashes, which will only aggravate the seriousness of the situation.

The Japan Times, typifying the prevailing sentiment, emphasises that China's reply to Japan's efforts at moderation and conciliation is the looting of Japanese homes and the barbarous murdering of many Japanese helpless civilians.

Pointing out that the Chinese will flood the world with anti-Japanese lies and propaganda with the object of gaining sympathy, the Japan Times remarks that the world's faith in Chinese veracity has been greatly shaken by the events of the last few years.

The North China Daily News, commenting on the incidents at Tsinan, points out that, unlike the Nanking affair, Marshal Chiang Kai Shek was present on the scene of the conflict, and also Mr. Hwang Fu, the Nationalist Minister for Foreign Affairs.

Yet the Nationalist troops were uncontrollable.

The moral is that there is no protection for life and property in any Chinese city under Nationalist control except by foreign troops.

There is a general feeling of relief at the closing of the Diet Session, which will enable the shelving of domestic politics temporarily.

The attention of the whole country is now concentrated on the China situation, the seriousness of which necessitates a united front.

FOREIGNERS SEEK SAFETY.

[THROUGH REUTER'S AGENCY.]

Tsinan, May 8th. A message from Tsinan says that an international train is running to Tsingtao this afternoon at the request of the Consular Body, after the Japanese had notified them that Japanese troops may be forced to start military operations at any moment.

TSINAN, Later. About seventy foreigners left this morning by an international train for Tsingtao.

RE-INFORCEMENTS.

[THROUGH REUTER'S AGENCY.]

Tokyo, March 8th. The Cabinet has decided to dispatch the Nagoya division to Tsingtao. It will be placed on a war basis, and will probably consist of fifteen thousand men.

The Emperor's sanction will be requested to-morrow.

SHANGHAI, May 8th. Troops stationed at Nagoya left for Shantung this morning aboard 23 transports. After their arrival at Tsingtao the Japanese forces in Shantung will number 23,000.

The Japanese re-inforcements which left Tsingtao for Tsinan yesterday are reported to have clashed with the Southern at Changting.

Enquiries at the War Office at Tokyo fail to confirm the preceding reports, though it is intimated that there may be sporadic fighting.

ANTI-JAPANESE BOYCOTT.

PARTIALLY SUCCESSFUL IN SHANGHAI.

NORTHERNERS WARNED BY JAPANESE.

[NAVAL WIRELESS.]

May 7th. Several messages received through Naval Wireless tend to show that the situation in Tsinan has become easier, but in spite of that the Japanese are not to be lulled again into a false sense of safety. It is expected that Tokyo will sanction the dispatch of a sufficiently large force to Shantung.

Anti-Japanese Boycott. The general situation in Shanghai is quiet. A general strike has been called as a protest against the action taken by the Japanese in Tsinan. The strike, however, is only partially successful for it has been kept outside the limits of the International Settlement.

Warning To Northerners. It is also reported that the Northerners have completed their preparation for launching a counter attack and it is anticipated that they are moving toward Tsinan to engage the armies of Chiang Kai Shek there. The Japanese, however, have warned the Northerners to avoid fighting until the affair in Tsinan has been settled.

ATTACK ON CHIHLI PROCEEDING.

FALL OF TAINING.

FENG STILL ADVANCING.

(Wah Tsai Yat Pao.)

SHANGHAI, May 8th. The main Southern forces have withdrawn from Tainan in order to avoid further misunderstanding with Japanese troops. Marshals Chiang Kai Shek and Feng Yu Hsiang held a secret meeting at Taangchiacheng, 15 miles south of Tainan to discuss plans to further the Northern expedition.

Marshal Chiang is now at Tainan where he will establish a field-headquarters. The north route of Marshal Feng Yu Hsiang's army claim to have taken Tsingtao, Southern Chihli. Their vanguards have even passed Sunchow.

The Southern army in the Tientsin-Pukow railway zone is expected to begin a general attack on Tchow.

DONETZ AFFAIRS.

RUSSIANS AND GERMANS CHARGED.

[THROUGH REUTER'S AGENCY.]

Moscow, May 8th. As a result of the preliminary enquiry into the charge framed as "a revolutionary conspiracy to wreck the coal mines of Shakhty in the district of the Donetz coal basin," 30 Russians and 3 Germans will be charged with planning an "economic counter revolution."

Press Censorship.

BERLIN, May 8th. The German press is obliged to rely mainly upon Vienna and Budapest for news of the situation in Rumania, where newspapers are severely censored. Some foreign journalists at Bucharest are reported to have been arrested for attempting to evade the censorship.

It is disclosed officially that 30,000 peasants are marching to Bucharest from the Congress at Albulia, but they were persuaded on reaching Fejch to return to their homes. There were some clashes with the gendarmes at various stations where the peasants tried to obtain tickets, and numerous arrests were made. Otherwise all is quiet.

VENEZUELAN PRESIDENT MURDERED.

[REUTER'S AMERICAN SERVICE.]

New York, May 8th. There is an unconfirmed report that Senor Gomez, the President of Venezuela, has been assassinated.

Conditions In Wuhu.

Turbulent conditions exist in Wuhu and the Japanese have already evacuated that port.

News From The Trouble Zone. Large numbers of Japanese troops are arriving in Tsingtao and the situation is becoming quiet. Fighting has ceased in Tsinan, but sporadic shooting outside the Japanese lines still continues. Inside the Japanese area, all Chinese troops have been cleared. Foreign Consuls are reported to be safe.

Tokyo's Proposals. A message received from Tokyo states that sanction is expected to be given for the dispatch of the whole of the Shantung Expeditionary Force, including the Nagoya Infantry Division to Tsingtao. This will bring the total of Japanese troops to 13,000. It is also proposed that the Japanese should occupy Shantung Province and the railway along the Pukow-Tientsin line. Tokyo also proposes to send troops to Nanking to prevent a recurrence of such incidents as the present one.

Anti-Japanese agitation is expected to break out along the Yangtze, and in order to protect the lives of Japanese residents there, eight destroyers have been ordered to proceed to various Yangtze ports. Four destroyers have also been ordered to Shanghai and seven to stations between Swatow and Canton. The air-craft carrier, Motono, with 40 airplanes is ordered to get ready to proceed at a moment's notice.

Message From Hankow. There is no change in the situation in upper Yangtze river. Troops from Hankow are moving out and proceeding to Han River where they will meet the troops of General Fang Chung Shou, who was previously reported to be in rebellion against the Christian General.

It is not clear whether these troops propose to resist or join up with Feng Yu Hsiang, but at Fang's Headquarters are still at Hankow, the latter course seems to be a probable one.

LOCAL SENTENCE QUESTIONED.

MENTIONED IN COMMONS.

ACCORDED WITH LAW.

[THROUGH REUTER'S AGENCY.]

LONDON, May 8th. Replying to Miss Wilkinson (Labour) who urged that there should be an enquiry into the sentence of two months' hard labour and a birching, passed upon a Chinese, Yeung Ping Wong, of Hong Kong, for possessing seditious literature, Mr. Amery said that the sentence accorded with the law and called for no special enquiry.

SOVIET INFLUENCE IN EGYPT.

PROPAGANDA FOR YOUTHS.

[THROUGH REUTER'S AGENCY.]

CAIRO, May 8th. The documents seized in connection with the arrest of Communists in Cairo, none of whom were Egyptians, show that those arrested were in direct relations with Moscow. From this source they received funds and propaganda to induce Egyptian youths to go to Moscow to study Bolshevik principles.

BRITISH AIRMAN CRASHES.

FOLLOWING HINKLER'S ROUTE.

[THROUGH REUTER'S AGENCY.]

LONDON, May 7th. News has been received that Wing-Commander Manning, who set off on April 23rd for a flight to Australia, following the same route as Captain Bert Hinkler, has crashed at Homs, Syria. The aviator escaped without injury, but no details are available of the extent of the damage to his machine.

CONCESSIONS IN AFGHANISTAN.

U.S. FINANCIERS SEE AXANULLAH.

[REUTER'S AMERICAN SERVICE.]

New York, May 7th. A group of American financiers recently concluded a contract with King Amanullah in Paris, in connection with important oil and mineral concessions in Afghanistan, which the concessionaires will handle for a long term of years and then return the properties to the Government.

AMERICAN DREDGER RAMMED.

NINETEEN MISSING.

[REUTER'S AMERICAN SERVICE.]

New York, May 7th. The Government dredger "Vireo" working in the channel off Staten Island to-day was rammed and sunk by a steamer. Nineteen of the crew are missing.

WORTHY WINNERS.

PULITZER PRIZE AWARDS.

[REUTER'S AMERICAN SERVICE.]

New York, May 7th. "The Strange Interlude" has been adjudged by the Pulitzer Prize Committee to be the best American play of 1927, and the author, Mr. Eugene O'Neill, has been awarded the \$1,000 prize. Mr. Thornton Wilder has been presented with \$1,000 for "Bridge of San Luis Rey," regarded as the best novel of 1927.

AUSTRALIAN MINISTER'S DEATH.

COLLAPSE AT CROWDED MEETING.

[THROUGH REUTER'S AGENCY.]

SYDNEY, May 7th. Mr. H. E. Pratt, the Minister for Trade and Customs, collapsed and died whilst addressing a public meeting here. The hall was crowded, as it was Mr. Pratt's 53rd birthday.

SEQUEL TO S.4 DISASTER.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 7th. The Navy Department has authorized the increase in number of submarine rescue vessels to five, and the establishment of a deep-sea diving school.

EQUAL FRANCHISE BILL.

[THROUGH REUTER'S AGENCY.]

LONDON, May 7th. The House of Commons to-day passed the third reading of the Equal Franchise Bill, more popularly known as the Flapper Vote Bill, without a division.

ASKED TO LEAVE BRITAIN.

MYSTERY FLIGHT TO BUKHAREST?

MANY WILD RUMOURS.

[THROUGH REUTER'S AGENCY.]

Prince Carol, who is staying with Madame Lupescu at a Surrey country house, yesterday chartered two commercial aeroplanes, and speculation was rife as to the reason of this action. Interviewed by Reuters, Prince Carol denied that he chartered the aeroplanes to take him to Rumania, adding:

"I came to England for rest and for sport, but we are not always masters of events, which sometimes move faster than we expect." He also denied emphatically that he was engaged in political propaganda in England, or that he chartered the aeroplanes for the purpose of distributing a manifesto over Rumania, announcing his readiness to take the throne.

The manifesto, he declared, was drafted at Monte Carlo a long time ago, and he dated it May 5th in order to prevent bloodshed as he learned that the Peasants' Party was to hold a big meeting on May 6th, and the Government might have made an attempt to prevent the meeting.

If he returned to Rumania, Prince Carol declared, he would travel in a perfectly ordinary and open fashion.

Rumanian Attitude.

The attitude of the Rumanian authorities towards Prince Carol has been outlined in a statement in London as follows:

Prince Carol's actions are those of a private individual in view of his renunciation of the right of accession to the throne of Rumania, and his undertaking not to return to Rumania for ten years without the consent of the Government.

There is no backing in Rumania for the aspirations attributed to Prince Carol.

The Peasants' Congress.

BUCHAREST, May 7th. The Peasants' Congress at Albulia passed off quietly with no untoward incidents.

The Government provided special trains to take home several delegations. At their request M. Maniu, the Peasant Party leader, is now on his way to Bucharest for the purpose of an interview with the Regency.

Mr. Luca, the Minister of the Interior, in a statement referring to the Peasants' Congress, accused the idea of revolutionary agitation.

According to private advices from Bucharest, the resolution adopted at the Peasants' Conference at Albulia was more drastic than was officially admitted. The resolution empowered the people to use all means to remove the ruling Government, and declared that while the Rumanian people was inclined to monarchy, it was capable of choosing a form of Government more suitable to the interests of the country.

The Congress constituted itself a National Assembly and will await the decision of the Council of the Regency.

Prince Carol Ready.

LONDON, May 7th.

Prince Carol's movements were followed with close attention by interested British quarters last night. His departure from his Surrey residence last night gave rise to wild rumours until it was discovered that he, Madame Lupescu and their host, M. Jonescu, had only proceeded to a London cinema (where the programme included the film "We are All Gamblers").

M. Jonescu interviewed at one o'clock this morning said they had been in touch telephonically with friends in Rumania and other places on the Continent. The Prince, he said, is ready to return when the country calls him, and if necessary, would strike.

The house in Surrey is strongly guarded by the Police, and it is understood that Scotland Yard detectives have searched the Godstone neighbourhood of Surrey as the result of information that an aeroplane is concealed there.

Asked To Leave Britain.

LONDON, May 7th.

Following a conference of Home Office and Foreign Office officials to-day it has been decided to ask ex-Crown Prince Carol to leave England.

LONDON, May 8th. A Scotland Yard official this morning visited the Surrey House where Prince Carol is staying, and acquainted the Prince with the decision that he must leave England after a "reasonable time" in which to arrange his departure.

Starts For Bucharest?

The airmen Pelletier D'Oisy and Gonin, with Prince Carol, set off at 5.27 p.m. for Bucharest on the first stage of the flight from Paris to Tokyo.

The Impossible.

Prince Carol's Surrey host, M. Jonescu, when interviewed by Reuters, said "the impossible has happened. The Prince has got to leave England. The sad news was conveyed verbally by Inspector Haynes, but no reason was given." (Continued at foot of next column.)

PRINCE KILLED IN BRAWL.

FOUGHT UNDER GENERAL WRANGLER.

ELECTRICIAN AT FILM STUDIO.

[THROUGH REUTER'S AGENCY.]

Nice, May 8th. Prince Jean Kropotkin, nephew of the well-known anarchist, was involved in a street brawl last night, with the result that some American sailors hit him on the head. The blows were not heavy enough to kill in the ordinary way, but the prince's skull had been trepanned during the war. The post-mortem revealed that he died from cerebral hemorrhage. The prince fought under General Wrangel against the Bolsheviks. He was lately employed at a film studio as an electrician.

AMERICAN SHARE ACTIVITY.

BIG PRICE MOVEMENTS.

RADIO CORPORATIONS' RECORD.

[REUTER'S AMERICAN SERVICE.]

New York, May 7th. The New York Stock market reopened to-day with amazing strength, an enormous volume of business being transacted in the first few hours.

The first sales included a block of 10,000 Radio shares at \$191, a rise of nearly nine points, and a block of 8,500 General Motors stock at \$210, a rise of five points compared with Friday's closing figures. The Exchange was closed on Saturday.

4,600,000 shares changed hands during the day, Radio Corporations making a new record of \$203, while aeroplane stocks soared. Aeros jumping up nine points and Curtiss eighteen points.

CAIRO POLICE RAID COMMUNISTS.

ITALIANS AND GREEKS ARRESTED.

[THROUGH REUTER'S AGENCY.]

CAIRO, May 7th. The Police last night carried out a series of raids in Cairo with the object of rounding up Communists. Eighteen arrests were effected, the men apprehended being mostly Italians and Greeks. It is understood that they will be deported.

RUBBER ADVISORY COMMITTEE.

ANOTHER 6 MONTHS' LIFE.

[THROUGH REUTER'S AGENCY.]

LONDON, May 7th. In the House of Commons at question time, Lt.-Col. L. C. M. S. Amery, the Dominions Secretary, stated that the last time the Rubber Advisory Committee met was on December 8th last year.

He had invited the members to continue to act as long as the Stevenson restriction scheme continued in force.

STABILISING ZINC MARKET.

POSSIBLE RESTRICTIONS.

[THROUGH REUTER'S AGENCY.]

BRUSSELS, May 7th. At an international meeting of European zinc producers held to-day, a resolution was unanimously carried in favour of the stabilisation of the market by the creation of a Bureau of Statistics, and the restriction of production, if necessary.

Overseas producers will be invited to co-operate.

STRINGENT SMUGGLING MEASURES.

AUSTRALIA'S HEAVY PENALTIES.

[THROUGH REUTER'S AGENCY.]

SIDNEY, May 7th. Under a new Proclamation, under the Customs Act, persons illegally importing or possessing cocaine, or any of its derivatives, will be liable in the future to terms of imprisonment varying from three months to three years, or a fine not exceeding \$500.

He added that Prince Carol was lunching at the Savoy to-day, and afterwards intended to see the greyhound racing, but he was too upset to enjoy the latter.

The Prince is surprised and unhappy, and feels his position must be kept. It is authoritatively stated that there is no question of deposing Prince Carol, but as the activities of himself and his friends are likely to embarrass Rumania, which is politely informed that his presence in England is no longer welcome.

GOLF.

CAPTAIN'S CUP AT FANLING.

The following is the result of the Captain's Cup, played at Fanling over the week end:—

R. Warbrick 84-14=70 qualifies.
Other scores:
M. H. Roffey 88-11=77
F. J. de Rome 84-7=77
R. Young 87-9=78
O. E. C. Martin 78 (scr.) =79
C. C. Stark 94-5=79
R. H. Hollis 89-10=79
R. Newton 89-7=79
There were 33 entries.

THE OPEN GOLF CHAMPIONSHIP.

FIRST QUALIFYING ROUND.

"PROBABLES" WELL PLACED.

[THROUGH REUTER'S AGENCY.]

LONDON, May 7th.

"Wild Bill" Melhorn, the American golfer, with a score of 73, led the field of nearly 270 competitors at the end of the first day's play in the qualifying rounds of the British Open Golf Championship at Sandwich.

In addition to Melhorn, other American competitors are Gene Sarazen, Walter Hagen, and Jim Barnes. Bobby Jones, the American amateur holder of the title, has finally decided that he cannot compete.

South Africa, Australia, New Zealand, France, the Argentine, Spain, Belgium and Germany are also represented.

After two rounds, one on the Prince's course and the other on St. George's course, the hundred best scores will compete in the Championship proper over 72 holes, beginning on Wednesday.

Some of the leading first round scores are:—

W. Melhorn (U.S.A.)	72
W. Davies (Frenton)	73
Len Holland (Gerrard's Cross)	73
George Duncan	73
Jack Smith	73
Mr. T. Torrance (Sandy Lodge)	74
J. Barnes (U.S.A.)	74
J. Jurado (Argentine)	75
Ernest Whitcombe	75
Reg. Whitcombe	75
Walter Hagen (U.S.A.)	76
G. Sarazen (U.S.A.)	77
Mr. J. McHugh (U.S.A.)	77
Arthur Havers	77
Abe Mitchell	77
Stewart (Australia)	77
T. D. Armour (U.S.A.)	77
Archie Compston	77

COUNTY CRICKET.

HENDREN'S CENTURY.

[THROUGH REUTER'S AGENCY.]

LONDON, May 7th.

Middlesex beat Worcester at Lords by an innings and 130 runs, when Hendren scored his first century of the season. In the Middlesex innings, which reached 339, Hill had the good figures of 5 wickets for 33. Worcester made only 63 in their first innings, Haig taking 6 for 30, and their second innings only reached 143.

Warwick at Birmingham beat Glamorgan by 10 wickets.

Glamorgan, 139 and 212.

Warwickshire, 311 and 31 for no wicket.

CREMATION STOPPED.

BODY REMOVED FOR INQUEST.

There was a dramatic moment at the Golders Green, N.W. crematorium, when the coffin of Miss Ellen Clara Lewcock, of Highcroft-gardens, passed out of sight of the mourners in the chapel. They believed that it was being consumed in the incinerating chamber, but instead of that it was taken to the Hendon Mortuary by order of the coroner.

After the funeral service at St. Jude's, Hampstead Garden Suburb, the cortege was on the way to the crematorium when the coroner's officer arrived with a postmortem order. He consulted the vicar, the Rev. Basil Bourchier, and it was decided to complete the burial service. So discreetly was this done that few of those present knew that an inquiry was to be held.

A Motor Accident.

At the inquest, which followed immediately and lasted only five minutes, it was explained that Miss Lewcock, who was 35, was knocked down by a motor-car last October, and this was the cause of the coroner's action.

Dr. L. S. Woolf said he attended Miss Lewcock, who was slightly hurt. Last month she developed tubercular bronchial pneumonia. Her death was a natural one and not due to the accident.

A verdict in accordance with this evidence was returned, and the cremation took place later in the day.

SHANGHAI SPRING MEETING.

MR. HAIMOVITCH WINS DERBY.

YESTERDAY'S RESULTS.

Yesterday was the second day of the Shanghai Race Club's spring meeting. The Shanghai Derby was won by Mr. Haimovitch on Alligator and the same rider had two other firsts and a third to his credit.

Mr. Pote-Hunt secured no less than three firsts, two seconds and three thirds, while Mr. Maitland had three firsts and four seconds to his credit.

THE RESULTS.

THE PARIMUTUEL CUP.—For 4th Class (Y Class) China Ponies only. 7 furlongs.

1. Amendment (Haimovitch).
2. Eiran (Encarnaco).
3. Geyserland (Andallas).
Time: 1 min. 47.2 secs.

RACE 2.—THE CHU-KA-ZA CUP.—For China ponies (Y Class). 1 mile.

1. Wedding Eve (Pote-Hunt).
2. Poppyland (Andallas).
3. Western Park (Encarnaco).
Time: 1 min. 29.1 secs.

RACE 3.—THE GRAND STAND STAKES.—For China ponies (Y Class). Grifins of this meeting. 1 1/2 miles.

1. Shorty McGee (Maitland).
2. Engagement Eve (Pote-Hunt).
3. Mongol Boy (Sejuidah).
Time: 2 min. 39.2 secs.

RACE 4.—THE Peking Cup.—For 2nd Class (Y Class) China ponies. 3rd and 4th class ponies eligible. 1 mile.

1. White Rosemary (Pote-Hunt).
2. Sahara (Springfield).
3. Pretty Light (Eric Moller).
Time: 2 min. 1.2 secs.

RACE 5.—THE SHANGHAI DERBY.—For China ponies (Y Class). Grifins of this meeting. 1 1/2 miles.

1. Alligator (Haimovitch).
2. Tom Pear Tree (Heard).
3. Election Eve (Pote-Hunt).
Time: 3 min. 10 secs.

RACE 6.—THE SHANGHAI STAKES.—For China ponies (Y Class). Jockeys to have won 5 flat races in China. 1 1/2 miles.

1. Firefly (Maitland).
2. Chilly Eve (Pote-Hunt).
3. Morning Flight (Hill).
Time: 3 min. 12.1 secs.

RACE 7.—A CLASS.—THE SHANGHAI RACE CLUB HANDICAP.—Handicap for 1928 subscription grifins. 1 1/2 miles.

1. Wynk (Eric Moller).
2. Jimmy Winter (Maitland).
3. Silverwing (Pote-Hunt).
Time: 2 min. 42.4 secs.

RACE 8.—B CLASS.—White Lodge (Wells-Hender-son).

2. Souvenir (Sejuidah).
3. Don Basuto (Haimovitch).
Time: 2 min. 42.4 secs.

RACE 9.—THE SUGAR CUP.—For 1st and 2nd Class (Y Class) China ponies only. 1 1/2 miles.

1. New Zealand (Andallas).
2. Old Bill (Maitland).
3. MacNab (Capollock).
Time: 2 min. 41 secs.

RACE 10.—THE SOUTHERN STAKES.—For China ponies (Grifins of this meeting). 7 furlongs.

1. Easter Eve (Pote-Hunt).
2. Hoyer Light (Eric Moller).
3. Barnia II. (McCaun).
Time: 1 min. 47.1 secs.

RACE 11.—THE TIENTSIN PLATE.—For 3rd and 4th Class China ponies only. 1 mile.

1. MacKay (Capollock).
2. Double Zero (Maitland).
3. Frisco Boy (Sejuidah).
Time: 2 min. 03.2 secs.

RACE 12.—THE HANKOW HANDICAP.—For China pony cross breeds (Z Class). 1 mile.

1. Spearmint (Haimovitch).
2. Canadian (Maitland).
3. Vasylock (Sokoloff).
Time: 1 min. 58.3 secs.

RACE 13.—THE WUCHANG CUP.—(Y Class) China ponies only. 1 mile.

1. Oh Kay (Maitland).
2. Profitable (Capollock).
3. The Duck (Pote-Hunt).
Time: 1 min. 39.3 secs.

CORRIDOR ENGINE.

WORLD'S LONGEST NON-STOP RAILWAY RUN.

LONDON, April 12th.—"The Flying Scotsman," the first corridor railway engine in the world, steamed into King's Cross Station yesterday, where it was inspected by a gathering invited by the officials of the London and North Eastern Railway.

The engine has a narrow covered passage on one side of the tender which enables a relief driver and fireman to come through from a coach behind and take charge of the engine without stopping the train. This will make it possible to run the train from King's Cross to Edinburgh, 394 miles, without stopping, the longest non-stop run, it is stated, in the world. The new service will begin on May 1st, the run being timed to take 8 hours, and the return journey will also be non-stop.

SPORTSMEN AS BEST AIRMEN.

MODERATE DRINKERS AND SMOKERS.

KEEN TESTS FOR CIVILIANS.

ASKED IF THEY TAKE COCKTAILS.

The care with which civilian aviators are chosen is disclosed in the Air Ministry's explanation of the methods and standards now in use in England for the examination of applicants for licences as civilian aviators.

This explanation has been issued for the information of those, particularly in the Dominions and Colonies, who are about to put into practice the principles laid down in the International Air Convention, 1919.

Medical supervision, according to the Convention's ruling, shall be based on good family and personal history, general surgical examination and general medical, eye and ear examination.

"There is considerable evidence that individuals with bad family histories do not stand the strains and stresses of aviation well," states the report. "Inquiry should, therefore, be made as to the occurrence of cases of tuberculosis, heart disease, and mental instability among near relations of the applicant."

"The consensus of opinion is in favour of the strictest moderation in tobacco and alcohol among aviators," the report continues. It is recommended that careful record should be made as to whether the applicant is a non-smoker or smoker, and, if the latter, whether pipes or cigarettes, or both, and whether moderate or excessive. The examiners should also make careful note of the amount of alcohol which the applicant takes daily, and whether it is in the form of spirits, wines, beer, or cocktails. Inquiry should also be made as to hours of sleep, the occurrence of dreams, nightmares, and so on.

Proficiency in Games.

"Proficiency in games and sports is thought to be likely to indicate a suitable type of applicant. Some differentiation should be made between those probably poor, fair, and good in sport."

"Although no definite rules have been formulated, it would seem that previous sedentary occupation is a distinct handicap to aviators."

The applicants are required to undergo the most severe tests of the respiratory system, for fatigue and pulse response. "The demeanour of an applicant during examination will often give a clue to his nervous stability," states the report.

"Habit spasms, stammering, restless movements of the face, hands or feet, are an indication of defective nervous control and must be carefully considered in assessing the fitness of an applicant."

The general summary of the tests is full of interesting material. "Much can be gathered in the ordinary course of conversation," it states, "from the way in which questions are grasped and answered, and from the way in which directions are obeyed. Such topics as interest in flying and reasons for wishing to take up flying, give valuable indications of a temperament and mentality adapted to aviation."

It is laid down by the convention that, in order to ensure the maintenance of efficiency, every civilian aviator shall be re-examined at least every six months.

100,000 MOURNERS FOR KILNER.

YORKSHIRE CRICKETERS' EMOTION.

WOMBWELL, April 10th.

Cricketers and cricket-lovers came in thousands to Wombwell to-day to pay a last tribute to Roy Kilner, the great Yorkshire and England cricketer, who died the previous week at the age of thirty-seven, from enteric fever.

More than a hundred thousand people were present in this little town, which has a population of no more than twenty thousand.

The whole town was in mourning, and the blinds of every house were drawn. As the procession passed on the mile-long journey to the Wombwell Parish Church the whole route was lined. Behind the coffin walked Kilner's wife, a pathetic figure, as she held the arm of the cricketer's son, Roy, aged twelve, who is at school at Ackworth. Kilner has left two boys, Roy and Major, aged seven. Members of the Yorkshire team who acted as pall-bearers were in tears.

Nearly a thousand people were in the church. The rector of Wombwell, Canon Sydney Smith, said in a tribute to Kilner: "A Yorkshire cricketer has fallen. One of Yorkshire's best men is lost. We lament the loss not only of a great cricketer but a great personality."

(Continued on next column.)

ARE WOMEN SPOILING MEN'S SPORTS?

By A SPORTSMAN'S WIFE.

Many people are finding it significant that the university which has won the Boat-race for the last few years is the university which bars women.

The implication is that a Cambridge undergraduate is a better athlete than an Oxford undergraduate because there are no undergraduates to take his time and attention from sport! Those who subscribe to this view also contend that women have "demoralised" the sacred game of golf and made tennis "effeminate."

One is tempted to ask not so much whether women's influence is demoralising sport, as whether women are not ousting men in the world of sport altogether, which is perhaps only another way of supporting the contention that women nowadays are the progressive sex and masculinity correspondingly decadent.

If that is debatable, at least the effectiveness of the feminine invasion of the world of sport—tennis, golf, swimming, aviation—is indisputable. We have, to mention merely a few, Lenglen, Betty Nuthall, Mercedes Gleitze, Miss Wethered, Enid Wilson, Diana Fishwick.

In the face of feminine athletic achievement, the masculine contention that "sport is not what it was" since women came into it savours of jealousy—the jealousy that is resentment out of weakness, the unadmitted fear that woman will ultimately dominate the world of sport.

Is the present masculine decadency the result of an inferiority complex induced by feminine successes in a sphere that has for centuries been almost exclusively masculine?

If that is so, the feminine element in the world of sport may be said to be demoralising.

But those who attribute Cambridge Boat-race successes to the fact that it is an exclusively masculine university do not, I think, so much adopt that line as resolve the thing into a purely sex issue. They are of the school which likes to point to the fact that it was a woman who brought about the fall of Parnell, of Mark Antony and other great men. They urge that a ruthless elimination of women—as a distracting element—is essential to masculine greatness in sport, art, business, politics.

And something in woman smiles secretly and murmurs sceptically, "I wonder," for in all the array of great masculine names, from Julius Caesar to Napoleon, where is that ruthless elimination of women? Where are the misogynists among the great?

I think it is nearly the truth that woman changes to be swept along on a tidal wave of achievement at a period of stagnation, or marking time, if not actual retrogression, in the life of man. Life moves on, cycles, the two sexes necessarily make their progress dependent of each other. Why should it not be pure coincidence that the renaissance of femininity should happen during a period of masculine decadence, if there is such a decadence.

May it not be that we have paid so much attention to women during the last few years that we have got the influence of woman and the significance of her achievements, and their portent rather out of perspective? After all, Oxford lost Boat-races long before it opened its doors to women, and so did Cambridge.—Daily Express.

Staring Character.

"Not only did he show outstanding skill in his profession, but he was a man of striking character. Only Wombwell folk who were associated with him in his ordinary life knew the real side of his nature."

Two carriages were filled with wreaths. Among them was one of red and white roses from the captain and players of the Lancashire County Cricket Club. The M.C.C. sent a wreath "in memory of a fine cricketer," and there were also wreaths from the Yorkshire County Cricket Club committee and players.

Lord Hawke, Captain Worley, the new Yorkshire captain, and all the Yorkshire county players, with the exception of Macaulay, were present, with Bobby Peel and George Hirst. The Lancashire county cricket club was represented by Lieutenant-Colonel Green, Mr. P. T. Eckersley, and Ernest Tyldesley.

Before the procession left the Halfway House, kept by Kilner's father, a cable was received from the Maharajah of Patiala, for whom Kilner had been coaching, expressing his sympathy, and O. G. Macartney, called a message of sympathy from Australia.

The police had some difficulty in clearing a way for the procession, but the vast assembly was most orderly, and every man in the reverent crowd doffed his hat as the cortege passed by.

SOUTH CHINA TRADE PROTECTION ASSOCIATION.

The objects of the SOUTH CHINA TRADE PROTECTION ASSOCIATION are as follows:—

- (1) To assist traders by supplying them with confidential information regarding the financial standing of individuals and firms, a complete record of all judgments in the local Courts being kept at the Association's offices.
- (2) To render such assistance as may be possible in regard to the collection of outstanding accounts.
- (3) To eliminate whenever possible the heavy additional expense that is invariably incurred in connection with the collection of debts through recourse to litigation.

NOTE:—

When the Association fails to collect accounts no charge whatsoever is made for services rendered.

Established on January 3rd, 1928, the Association has handled business approximating \$300,000 since its inception.

The Association employs a staff of sixteen specially trained shroffs, each of whom has deposited substantial cash security with the Association.

Whenever recourse to litigation is found necessary, and if the Secretary, after taking legal advice, considers that the Association's client has a "winning" case, the Association defrays all costs and undertakes all financial risks.

All accounts are collected and all monies are handled by the Association's compradore who has deposited satisfactory security with the Association.

Accounts collected by the Association are payable immediately after collection less the fees (as per schedule) due to the Association for the collection of same.

The Association has representatives in Canton and Macau, and in the early future fully organised offices will be opened in these cities.

The SOUTH CHINA TRADE PROTECTION ASSOCIATION is rendering considerable service to hundreds of business houses and individuals in this Colony, Canton and Macau. CAN IT HELP YOU?

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MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motoring Notes—Congestion by Peak Tram—Shanghai Motorists—Singer Cars—Intensive Effort.

MOTORING NOTES.

A GO-ANYWHERE MOTOR-CYCLE.

Motor Cycling gives details of a remarkable three-wheeled solo motor-cycle designed specifically for traversing easily the roughest type of country, such as would be encountered in army manoeuvres or warfare. The front of the machine is more or less orthodox, but in place of the rear wheel two small wheels—each driven by a chain—are fitted. These are allowed to rock so that they are both always in contact with the ground.

THE MECHANICS OF IT.

"Have you had a smash?" asked the keenly observant pedestrian as the professor carefully examined the battered lamps and crumpled radiator of his new car.

IRISH MOTORING TRIAL.

Snow and ice turned the Leinster Club's recent trial into a severe test for both riders and machines; in fact so gruelling were the conditions that by the time the competitors had reached Killinard Moor and the second check at Ballinascorney Gap, all but two had lost marks on time. Then the course took its toll with a vengeance—eleven failed at the next check at Stone Cross, and four more fell out before Annacorney was reached.

CONGESTION BY PEAK TRAM.

TWO A.A. SUGGESTIONS.

In connection with the collision which occurred a few weeks back when a private car, after dropping a passenger, backed into Inspector Smith's car which was proceeding up Garden Road; it may be mentioned that this is not the first time that a mishap under similar circumstances has happened. A Daily Press representative approached Inspector Alexander of the Traffic Department, and asked if any suggestions had been made or new regulations issued with regard to cars dropping passengers at the Peak Tram Station. Inspector Alexander said that a suggestion had been forthcoming and said that the Rev. Updell, the Secretary of the Automobile Association of Hong Kong, might have some information on the subject. Mr. Updell told our reporter that a regulation had been drawn up long before the recent collision happened and the Automobile Association were taking the matter in hand, and were about to apply to the Government to sanction their proposal.

The Association had studied the question thoroughly and several ideas were put forward. The first and most important of these was to apply to the Hong Kong & Shanghai Bank for permission to cut away a few feet of the present curving wall, which completely covers the curve ahead, and obstructs the view of cars both descending and ascending Garden Road. Should this plan be possible, then the width of the road at the Tramway entrance would be considerably increased and drivers would have an adequate view ahead.

A VERY GOOD HINT.

Motorists ascending Garden Road, whether they intend to stop at the Tramway Station or not, try their best to attain the top of the hill on "top." This means fierce acceleration right from the bottom of the road, and by the time they have reached the Station they are practically "all out." This has its obvious advantages, from the motorists' point of view, but it is not very safe with a blind curve ahead.

The suggestion of the Association is that motorists should change at the "light signals," and pass the Station at a moderate speed. If the posts, at present blocking the exit of the lane beside the "Bank" premises were removed it would be possible for cars, dropping passengers at the Peak Tramway Station, to back through this lane and then pass down Garden Road, via the Volunteer Headquarters' corner. The lane would, of course, have to be made a one-way traffic lane.

This lane is at present used as a parking area, but is really too small to meet the requirements. The P.W.D. are the people to decide this, but we are sure the alteration would appeal to many.

SHANGHAI MOTORISTS.

THE TRAFFIC PROBLEM.

SHANGHAI, May 3rd.
The Automobile Club of China, with Mr. E. Gordon Lowder, chairman, presiding, held its annual general meeting yesterday afternoon in the Shanghai General Chamber of Commerce, 17, The Bund.

Reviewing the past year the Chairman said that from the point of view of the motoring public of Shanghai the year was notable in many ways, principal amongst which were the greatly increased number of automobiles on the roads with the resultant congestion which occurred during rush hours in various sections of the city, and the introduction, in somewhat hasty manner, of regulations for the registration and licensing of motor vehicles by the Chinese authorities of Greater Shanghai.

The Increases in Traffic.

The increased volume of traffic was accounted for, to a certain degree, by the presence of the Defence Forces, but the greater part of the increase is the result of the swelling of the ranks of private owners, the ever growing number of motor freight vehicles and the expansion of the hire car business. What is more important, to my mind, is the fact that there is not likely to be any slackening off of progress under any of the headings mentioned with the exception of military vehicles, and in view of the fact that expansion in the number of vehicles is not being met by a corresponding increase in the area over which they can operate one can only conclude that traffic

congestion will increase very seriously. The tampering with the partially constructed Municipal Council roads in the outside districts, and other obstructionist demonstration by bad Chinese elements which meet any attempt to improve conditions, are most regrettable and it would seem to me that the members of the Good Roads Movement of China have here a splendid opportunity to use their influence in preventing these wanton acts of destruction which are retarding progress in road-making in the Shanghai district and the proper expansion which the city requires.

More Congestion To Be Feared.

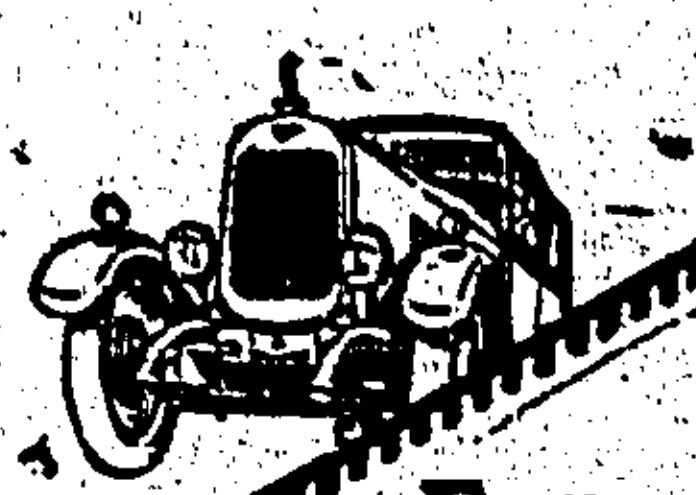
With regard to traffic congestion one would like to feel that our difficulties of last year, and, in fact, the present are only temporary, but I fear that will not be the case; indeed, everything points to a gradual increase in congestion from now on, until such time as radical changes are made.

The Present System of Fines.

Efforts were made during the year to have introduced a system of standard fines for breaches of traffic regulations, to apply to all nationals alike, but owing to the varied national interests involved it was considered by the Council to be impolitic at that time to recommend such a course.

Motor Buses and Tramways.

The elasticity of motor buses has proved conclusively their suitability for traffic conditions in Shanghai rather than the old-fashioned tramways, and it would appear that the Council will find it necessary in the not too distant future to reconsider the terms of the franchise held by the Tramway Company.—North China Daily News.



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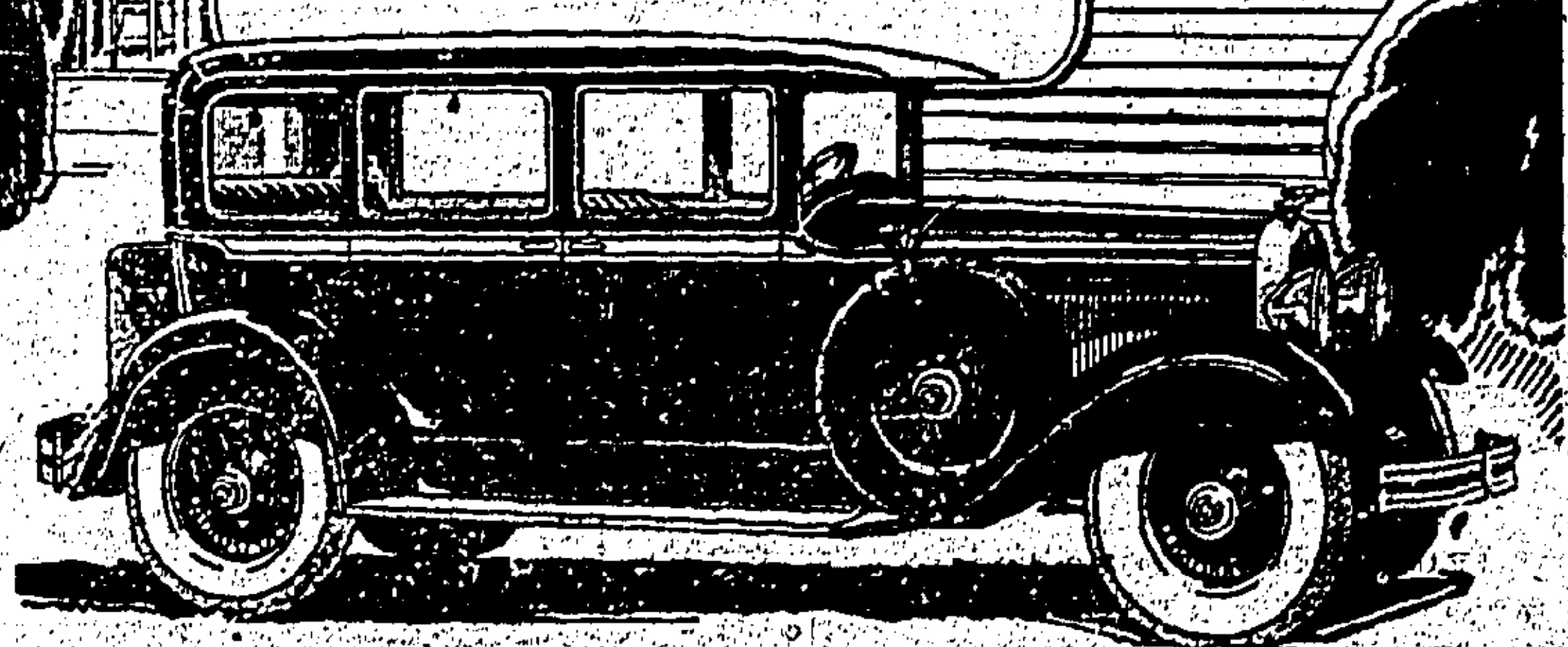
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MOTORING NOTES (CONTD.)

SINGER CARS.

FIRST SHIPMENT OF 1928 "SENIOR" CARS.

FURTHER "JUNIORS" ARRIVE.

Messrs. Gilman & Co., Ltd., the local agents, inform us that the first of the 1928 Singer 12 h.p. "Senior" cars has just reached them with a further shipment of the "Junior" Model. The "Junior" is a really excellent little car, the new models being fitted with 5 lamps and four wheel brakes. The body is a comfortable full four seat Touring and the engine is very quiet and flexible. The "Senior" Model is a much larger car than the old 10/28 Model and provides a full 5 seater body with ample engine power to carry its full complement of passengers. The "Marles" steering is amazingly light and can be handled easily with two fingers. The De Wandre Vacuum Servo brakes on all 4 wheels are too well-known to need any explanation from us. They are certainly exceedingly efficient. Pneumatic upholstery is still a great feature of the "Senior" and "Six" Models and the "Junior" has extremely comfortable cushions and squabs, well stuffed and sprung.

The prices are "Senior Tourer," \$2,600; Junior Tourer \$1,750.

The Senior Chassis.

The specification of the senior chassis states *inter alia*:

ENGINE.—The four cylinder overhead valve engine has a bore of 80 mm. and a stroke of 105 mm., cubic capacity 1,571 c.c., R.A.C. rating 11.0 h.p. It develops 12 h.p. at 1,000 r.p.m., 23 h.p. at 2,000 r.p.m., and 32 h.p. maximum. The crankshaft runs in three bearings. The timing is by helical gears, with Bakelite camshaft wheel. The magneto, dynamo and starter are flange mounted and easily detachable.

ENGINE LUBRICATION.—The engine is lubricated by a gear pump-and-throw system. The sump contains one gallon of oil.

COOLING SYSTEM.—Thermo-siphon with large pipes and radiator. A fan is fitted, driven by a V type belt, and eccentrically mounted for belt adjustment.

IGNITION.—The magneto is a Rotax variable, its high position facilitating inspection of the contact breaker.

CARBURETOR.—"Solex" horizontal, controlled by a foot accelerator in conjunction with a hand lever. A dashboard operated air strainer is provided to facilitate starting.

CLUTCH.—Single dry plate type, extremely light in operation.

Ball thrust withdrawal mechanism, lubricated automatically from the gearbox when the clutch is out. Adjustable clutch and brake pedals.

GEAR BOX.—Nickel chrome steel gears and shafts. A double gear lock prevents any possibility of engaging two gears at the same time. Right-hand change speed lever with reverse catch. Enclosed skew-gear drive for the speedometer. Gear ratios: 1st, 1.54 to 1, 2nd, 1.51 to 1, 3rd, 1.25 to 1, 4th, 1.13 to 1, Reverse, 20.25 to 1.

STEERING.—"Marles" Patent. Control and electric horn button in centre of 17in. wheel which has moulded finger grip.

BRAKES (SERVO OPERATED).—All brakes internal expanding. Foot brake is operated by Devandre vacuum servo motor and acts on all vacuum servo motor and acts on all four wheels. Right-hand brake lever acts on rear wheels only, operating independent shoes. Central and individual adjustments.

LIGHTING AND STARTING.—Rotax 12 volt set, including two head, two side and one tail lamp, dash lamp and ammeter. Accumulator box under the driver's seat.

PRINCIPAL DIMENSIONS, ETC.

Wheelbase, 9ft. Track, 4ft. 4ins. Ground Clearance, 8ins. Maximum speed 50 m.p.h. Petrol consumption 40/45 m.p.g. Road speed at engine speed of 1,000 r.p.m.—Top, 18.0 m.p.h.; 2nd, 10 m.p.h.; 1st, 5.4 m.p.h. Engine speed at 20 m.p.h. on top 1,075 r.p.m.

The Junior Chassis.

The junior chassis specification states *inter alia*:

ENGINE.—The four cylinder water cooled engine has a bore of 55 mm. and a stroke of 66 mm., giving a cubic capacity of 849 c.c. Treasury rating is 7.75. It develops 6.2 h.p. at 1,000 r.p.m., 12.4 h.p. at 2,000 r.p.m., and 18.5 h.p. maximum, which is reached at approximately 2,250 r.p.m. The overhead camshaft, oil pump, magneto and dynamo are all driven from an intermediate shaft, located above the front end of the crankshaft, and driven from it by helical gears. The drive from intermediate shaft to camshaft is by duplex roller chain, and embodies an automatic tensioning device. The magneto and dynamo are skew-driven, their tilted position greatly facilitating inspection of the contact breaker and dynamo brushes. The magneto timing can be minutely adjusted by means of a serrated coupling.

ENGINE LUBRICATION.—By a gear pump and trough system.

COOLING SYSTEM.—Thermo-siphon.

IGNITION.—Rotax variable magneto.

CARBURETOR.—Solex horizontal, controlled by a foot accelerator in conjunction with a hand lever.

CLUTCH.—Single dry plate clutch, extremely light in operation. Ball thrust withdrawal mechanism, lubricated automatically from the gear box when the clutch is out.

GEARBOX.—Nickel chrome steel gears and shafts. Central change speed lever with reverse catch. Enclosed skew gear speedometer drive. Gear ratios: 1st, 1.54 to 1, 2nd, 1.51 to 1, 3rd, 1.25 to 1, 4th, 1.13 to 1, Reverse, 20.25 to 1.

STEERING.—Epicyclic reduction gear, 1 1/2 inch diameter steering wheel with moulded finger grip. Four wheel brakes. All brakes internal expanding. Foot brake acts on all four wheels. The right hand brake lever acts on the rear wheels only, operating independent shoes. Central and individual adjustments.

LIGHTING AND STARTING.—Rotax six volt set including two head lamps, two side lamps, tail lamp, and ammeter.

PRINCIPAL DIMENSIONS, ETC.—Wheelbase, 7ft. 6ins. Track, 3ft. 5ins. Ground Clearance, 8ins. Maximum speed 45 m.p.h. Petrol consumption 40/45 m.p.g. Road speed at engine speed of 1,000 r.p.m.—Top 15.3 m.p.h.; 2nd 8.2 m.p.h.; 1st 4.45 m.p.h. Engine speed at 20 m.p.h. on top 1,300 r.p.m.

INTENSIVE EFFORT.

THE DEVELOPMENT OF MODERN MOTOR CAR.

"To produce this car has taken five years of the hardest work we have ever done," said Mr. John N. Willys, president of the Willys-Overland Company, when he was asked about the new Model '36' Willys-Knight Six.

"Manufacture of our six cylinder Knight cars started with the Willys-Knight Great Six, and we have been working on it ever since," he continued. "Now we have attained a manufacturing goal which was set when we started to change our Willys-Knight production from four cylinder models to sixes. It has been a difficult task and it has required the maximum energy of both engineering and sales departments to bring it to completion."

"One of the reasons for its difficulty has been the exacting manufacturing requirements put upon the Willys-Overland plants in

the development of the Willys-Knight motor. Basically this power plant is one for higher priced cars. It is considerably more expensive to build than the average poppet valve motor. In Europe, where the first Knight motored cars were built, they have been confined exclusively to the highest priced vehicles and have been accepted as the ultimate achievement in smoothness, efficiency, durability and economy of operation.

"In America, we have had to maintain the European standards of excellence in Knight construction, for that is necessary in building any engine of the Knight double-sleeve type. But we also had to conform to lower price standards."

"To bring the high standards of manufacture and design, required in the construction of a Knight motored car to the price range of the lower priced sixes has necessitated the development of specialized machinery, the attainment of the most efficient manufacturing methods in all departments of the

factories and the closest regulation of all elements entering into the work of building the car.

"The reception of the Willys-Knight Great Six and of the Willys-Knight '70' which closely followed, have helped materially. Both of these cars stepped immediately into large sales volume in their respective classes.

"To keep up with the steadily increasing demand for these models we had to do rather unusual things in our manufacturing departments. We were aided in the production of the Willys-Knight Model '36' by the fact that the basic principles of the Knight double-sleeve motor remain unchanged in engineering principles, as in the other two Willys-Knight models. No extensive experimental work was necessary; we knew what standards we should be required to build to and we have been able to use the same manufacturing equipment for the power plant in this car as we use for the other models."

"There is a feeling of general satisfaction now that the goal we set has been reached—as we believe that it will mean a great deal to the motoring public to be able to purchase a Willys-Knight in such a wide range of price classes that every demand except that for the lowest priced light cars will be met in this way."

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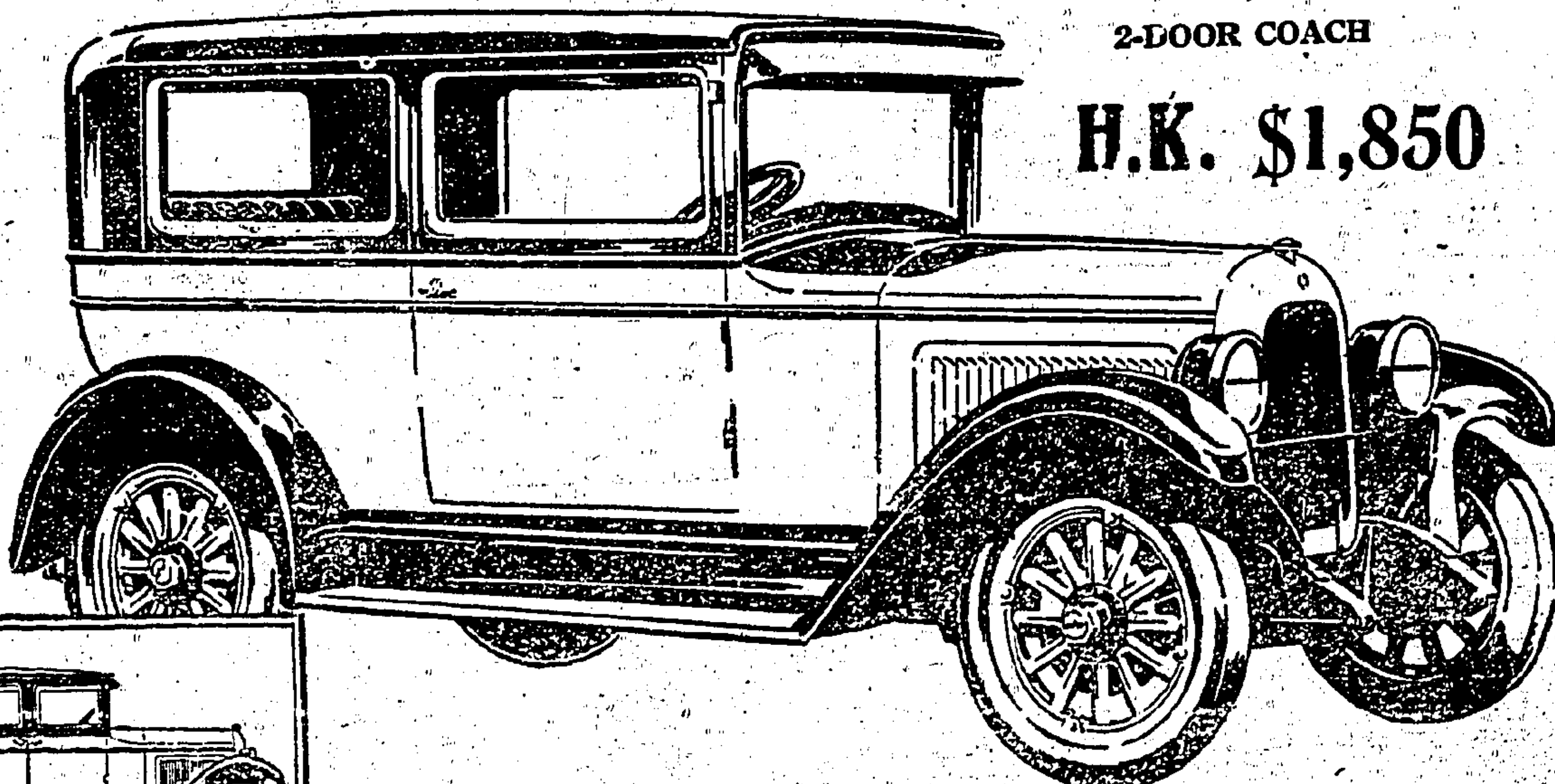
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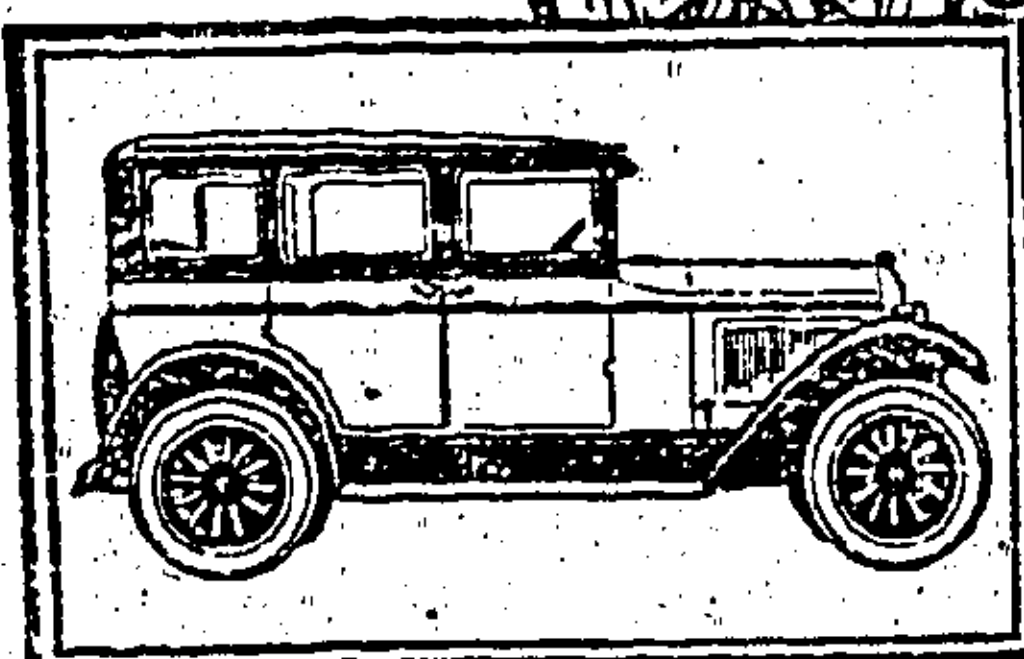
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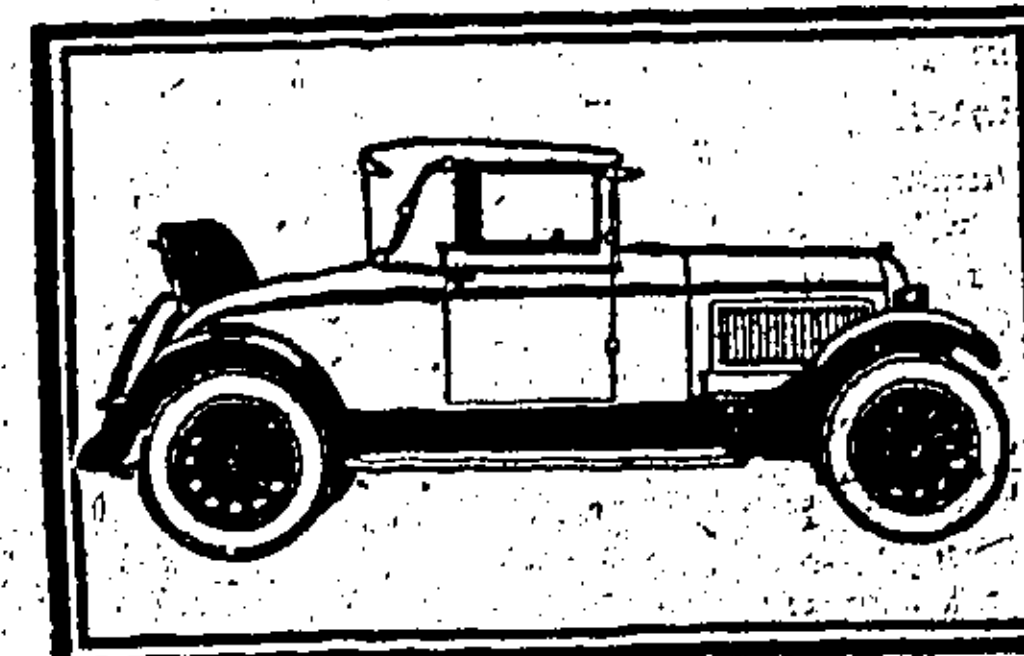
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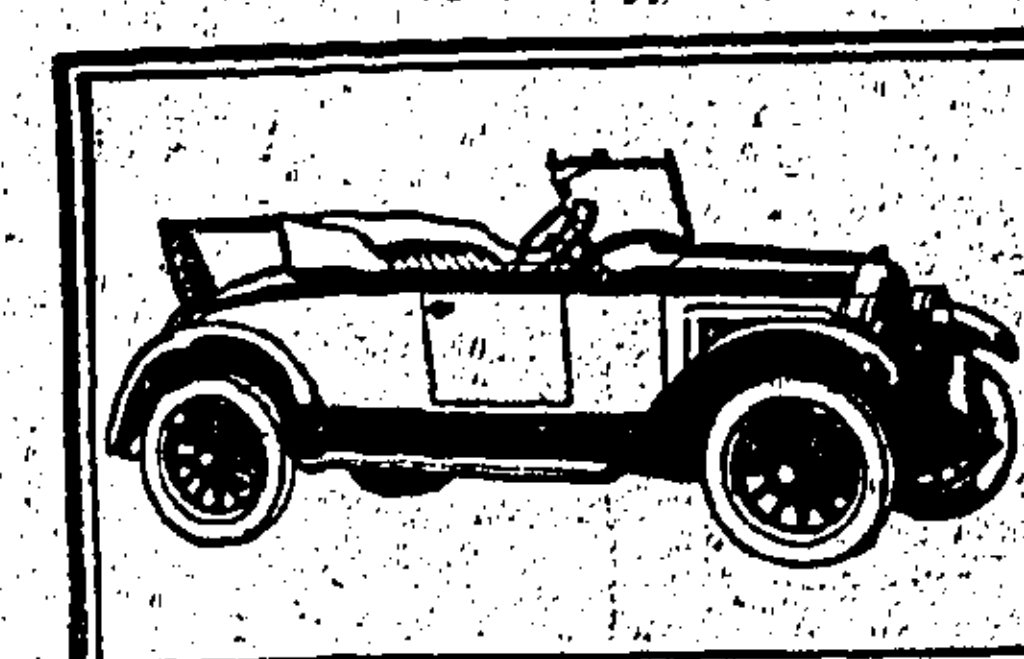
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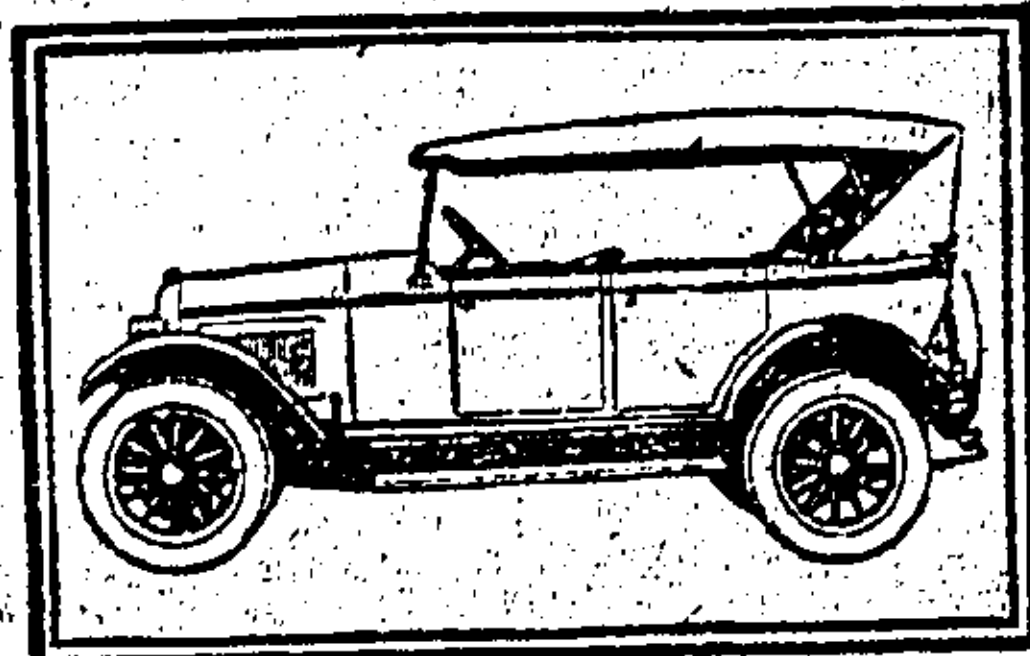
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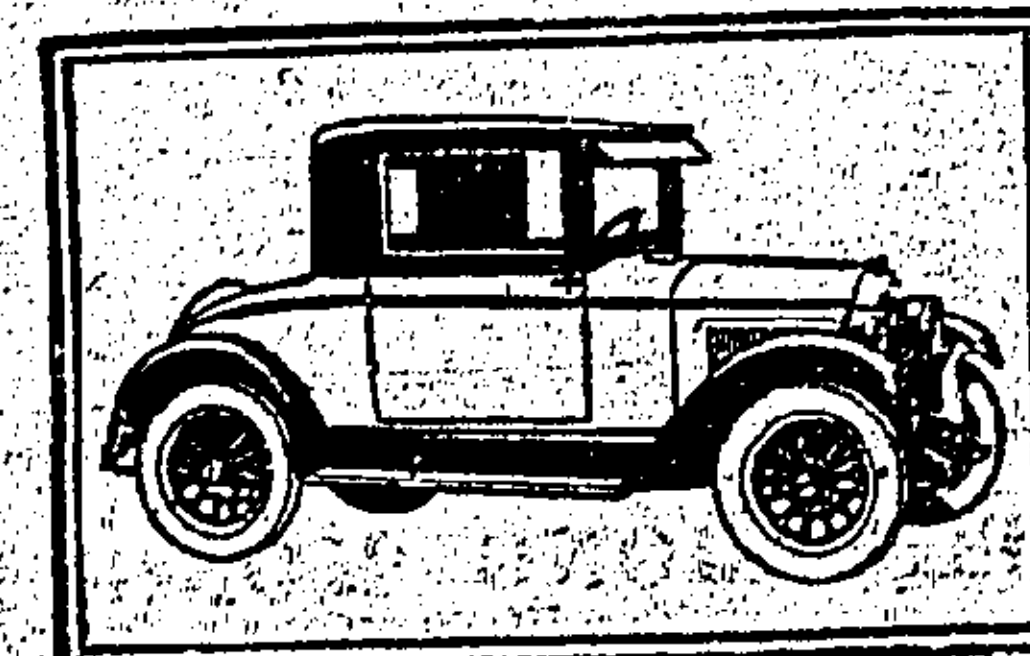
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Pres. Cleveland... Tues., June 5th
Pres. Pierce... Tues., June 19th
Pres. Taft... Tues., July 3rd

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Pres. Madison... Tues., June 12th
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Pres. Van Buren... Sun., June 3, 8 a.m.
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To Manila

Pres. Grant... May, 12th, 8 p.m.
Pres. Cleveland... May 26th, 6 p.m.
Pres. Wilson... May, 20th, 8 a.m.
Pres. Lincoln... June 8th, 6 p.m.
Pres. Lincoln... May 2nd, 8 p.m.
Pres. Pierce... June 8th, 6 p.m.

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M.S. "Australia" ...	—	10th May
M.S. "Malaya" ...	—	8th June
M.S. "Siam" ...	18th June	21st July
M.S. "Danmark" ...	16th July	21st August

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

Agents.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, May 8th.			
	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 3 p.m.
Barometer...	29.77	29.77	29.78
Temperature...	79	74	83
Humidity...	74	95	70
Wind...	E	Calm	E
Direction...	E	Calm	E
Force...	2	0	3
Weather...	0	DM	B
Rain...	0.00	0.00	0.00
Highest open-air Temperature, 7th: 84			
Lowest open-air Temperature, 8th: 74			
B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Equally; R=Rain; T=Thunder.			

HONG KONG TIDE TABLE.

From May 9th to 15th, 1928.

HIGH WATER				LOW WATER			
Day of Week	Date	Hong Kong Standard Time	Height	Day of Week	Date	Hong Kong Standard Time	Height
Wed.	9	h. m. a. m.	h. m. a. m.	Wed.	9	h. m. a. m.	h. m. a. m.
		1 17	8 39			4 23	3 6
Thur.	10	1 10	8 59	Thur.	10	3 13	1 5
		1 27	8 59			3 13	1 5
Fri.	11	1 23	8 59	Fri.	11	3 13	1 5
		1 23	8 59			3 13	1 5
Sat.	12	1 22	8 59	Sat.	12	3 13	1 5
		1 22	8 59			3 13	1 5
Sun.	13	1 21	8 59	Sun.	13	3 13	1 5
		1 21	8 59			3 13	1 5
Mon.	14	1 20	8 59	Mon.	14	3 13	1 5
		1 20	8 59			3 13	1 5
Tue.	15	1 19	8 59	Tue.	15	3 13	1 5
		1 19	8 59			3 13	1 5

"THE ACE OF CADS."

ADOLPHE MENJOU AND
MICHAEL ARLEN.
FINE PRODUCTION AT THE
QUEEN'S.

[BY OUR FILM CRITIC.]

Michael Arlen when he wrote "The Ace of Cads" was living up to his reputation as a clever young man. It is smart, cynical, and rather annoyingly clever, with a sting of truth in a fantastic setting. But Mr. Adolphe Menjou goes further.

As Mr. Menjou has a reputation for overdoing the rulings of directors, and even of matinee idols, we think we may safely give him the credit for the film version of "The Ace of Cads." Arlen, after the fashion that has made his reputation, starts the story in the middle and then tells the rest of it backwards and forwards, not so Mr. Menjou. Capel Matruin's history as we see it on the screen begins when he fell in love with Eleanor and ends in the scene which Arlen allows us to imagine if we are sentimentally inclined. His love, his betrayal by his best friend, the years of the locust, and his final revenge and triumph, come in their proper sequence, and, we venture to think, gain in reality and force, by so doing.

It is a really fine production, excellently staged and acted and the story grips you from the start. Adolphe Menjou plays Capel Matruin, the gallant young gentleman who becomes "The Ace of Cads." He and his best friend Basil de Gramercy love the same woman Eleanor and the latter by a trick wins her for his wife. Twenty years later Matruin meets and loves his daughter Joan and takes his revenge on the de Gramercy's in a curious way. Mr. Menjou is excellent in the part, never too heroic or too bad, and while he wins your sympathy he never allows you to forget that he is above all that curious compound the gentleman "of the world." Eleanor is played by Alice Joyce who is always particularly successful as the disillusioned woman of breeding, and she makes Eleanor a very pathetic figure despite her weakness of character.

Sir Guy de Gramercy once colonel of Matruin's regiment and father-in-law of Eleanor is excellently played by Norman Trevor who looks the part and acts with restraint. The other two roles of Joan and Basil de Gramercy are well filled. The settings and general stagecraft are good throughout, and the scenes shown of the Horse Guards' Parade are effective and particularly interesting to those of us who are far from English homes. We heartily recommend "The Ace of Cads"—it may not be the type of story which appeals to you most, but it is very well done and gives real opportunities for characterisation.

SYD CHAPLIN AND "THE MISSING LINK"

Syd Chaplin's latest comedy "The Missing Link" will be shown at the Queen's from Sunday to Tuesday next. The story concerns the adventures of a timid and penniless young poet, who finds himself in Africa, compelled to pose as a famous big game hunter and to lead an expedition which in search of the "Missing Link." His adventures make a comedy with plenty of suspense.

STRANGE CONTRASTS IN NIGERIA.

ADAM AND EVE, MOTOR BUSES.

An interesting insight into the development of Nigeria is afforded by the report of the Empire Parliamentary Delegation which has just been published.

The delegation, composed of Major Walter Elliott, Mr. William Lunn, and Mr. Garro Jones. Discussing the strange contrasts resulting from this rapid development, the report says: "This swift development, which in some parts of the country is simply leaping the centuries, has led to many vivid contrasts."

For example, on the Plateau, at one village we saw a pagan lady wearing only a small fan of green leaves behind, picking her way abstractedly along the motor road. She passed from one little stall to another, carried out her shopping, and with her purchase on her head, disappeared through a cactus stockade to her village near by.

Pagan On A Bus.
A few miles further on a sturdy and even more naked pagan gentleman, with a quiver of poisoned arrows and a couple of poisoned spears, strode from a rocky path to the road, there to take his seat in a passing motor-bus, arranging his weapons to avoid inconvenience to his fellow passengers. All through Nigeria, in the market places, Manchester goods and the appurtenances of 19th-century life, are offered for sale together. Carved idols, sewing machines, dried monkeys, British bully beef, yams, tinned salmon, and body paint, can be found side by side.

SHANGHAI'S NEW HOTEL.

"CLARIDGES OF THE FAR EAST."

SIR VICTOR SASSOON INTERVIEWED.

OPTIMISTIC ABOUT SHANGHAI'S FUTURE.

The arrival in Shanghai from India of Sir Victor Sassoon, says the North China Daily News, draws attention to final plans regarding the new Sassoon House, shortly to land its architectural beauty and modern facilities to the Bund at the corner of Nanjing Road.

Sir Victor arrived on the str. Athos, and will remain in Shanghai for approximately one month, when he will go to Hong Kong, about June 1st, for a fortnight before returning to India.

Symptoms Of Recuperation.

The most noticeable element about the present situation, Sir Victor told a representative of the North China Daily News, was the fact that, although the fashion at present was to be "parsimonious" and to enjoy a quiet evening at home instead of the inevitable champagne parties of six years ago, there were no signs of trade depression in Shanghai.

Business, almost without exception, was picking up, he said, and the attitude of retrenchment was simply the healthy symptom of recuperation.

Another telling feature of the present time was to be found in the fact that all Shanghai banks had considerable surplus funds on hand. Possibly, Sir Victor pointed out, this was simply the result of an influx of silver, as well as of people, from all parts of China, and possibly the owners of the silver were only awaiting the time when, in safety, it could be taken elsewhere. But the reaction had been the same as though it had come into Shanghai in other circumstances, namely, that the banks had plenty of money to lend.

Pessimism & Sentimental Pose.
Pessimism about the situation was largely a sentimental pose, Sir Victor thought. Undoubtedly the sad plight of rubber at the moment was largely responsible for whatever pessimism existed. On the other hand, however, the real assets of Shanghai, having nothing to do with the price of rubber shares, told quite a different story.

Land values were up—discounting all fluctuations of the exchange—higher than they were in 1920. There was a great deal of Chinese capital about, and Chinese opinion was undoubtedly on the side of investing this in paying foreign concerns. In Sir Victor's opinion the whole reaction was one towards foreign and Chinese co-operation to the benefit of both in commercial circles. All these things accounted for the continued interest in building, which in proportion as Shanghai remained a safe place would be an inevitable development.

The New Hotel.

Coming down to comments on the Sassoon House, in which offices would be available for next autumn, Sir Victor said that it had now been definitely decided that the upper part of the building would be utilized as a hotel. The plans were being carried out to have the Bund entrance of the building and a staircase, indicating that it was a lounge beyond. Another lounge would be on the Jinke Road side of the building, it was pointed out, with an entrance also from Nanjing Road where all the customary facilities for an eleven o'clock cup of coffee, etc., would be available for the public.

The first and second floors would be let as offices, chiefly to legal firms, doctors, dentists and other professional men, and the whole of the third floor would be offices of Messrs. E. D. Sassoon & Co., Ltd., and their associate firm, Arnold & Co., Ltd., with the exception of an extensive suite of offices which would be occupied by Messrs. Hansons, solicitors.

The Claridges Of The East.

The front part of the fourth floor had been let to the American Women's Club and was being laid out as club premises with accommodation included for residence, and the remainder of the fourth floor, together with the fifth, sixth and seventh floors, would consist of luxurious bedrooms and suites of what the management aimed at making the "Claridges" of the Far East.

BREAK IN YELLOW RIVER.

THOUSANDS LIVING IN HOLES ON BANK.

LARGE TRACT OF LAND INUNDATED.

CHOUTSUN, Shantung, April 9th.

A correspondent to the Peking and Tientsin Times who visited the break in the Yellow River says that it occurred about six English miles beyond the city of Lichin, on the south-eastern side of the river. It came as a result of the jamming of the ice floes in a somewhat narrow channel with the result that the waters were turned back, overflowing the crop land between the Yellow River banks right up to the Lichin city walls. The pressure of this water becoming too great the bank gave way in six places all very near to each other. The breaks occurred at about four in the morning rushing into the nearby villages when the villagers were unprepared. Sixty people are unaccounted for so it is supposed that they were drowned. One man tried to carry his old mother on his back but finding the rush of waters too strong tied her to a tree and went for help. On his return he found that an ice floe had cut off the tree trunk and so far his mother's body has not been recovered. Thousands of people are living in holes dug on the bank kaoliang stalks and mud being used for roofs.

The authorities have been busy closing up the breaks and for few have been completely stopped. These were the least serious. But the last two breaks separated by about twenty yards will take a tremendous amount of work and money. The twenty yards of the bank formed an island with a swift flow of water on either side. This island is now being enlarged and protected by kaoliang stalks and mud. From each side of the main bank, earth is being added reducing the size of the channel. It is the final effort that is most difficult and for this great quantities of kaoliang stalks are being landed in boats and stacked near the break. It is estimated that another month or two will be necessary to complete the task.

In the meantime the waters are still continuing to flood the country. The main flow has made a channel to the sea which is said to be sixty miles away. The food waters have spread as they have flowed seawards for a distance of from ten to twenty miles, varying according to the configuration of the land. Picture a tract of land ten miles wide and sixty miles long, normally filled with happy villagers cultivating their land, now covered with flood waters and deserted and you will get some idea of the greatness of this disaster. Of course famine conditions prevail and help is needed.

KAISER'S SISTER TO QUIT GERMANY.

HUSBAND'S PROMISE TO REFORM.

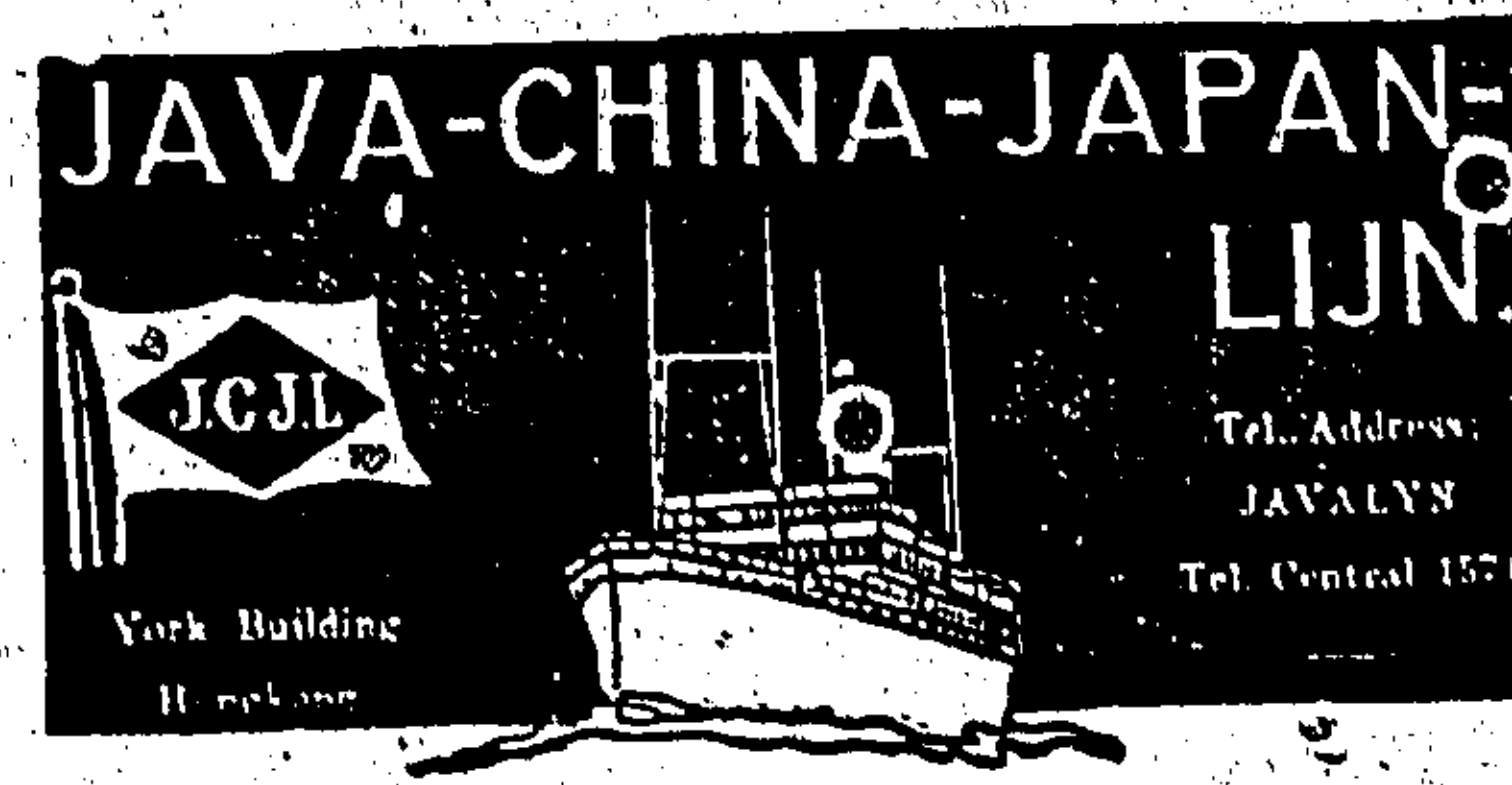
CASTLE FOR SALE.

BRUNN, April 11th.

Princess Victoria of Schaumburg-Lippe, sister of the ex-Kaiser, whose young Russian husband, Herr Zoubkoff, has been refused permission recently by four European countries to reside in their territories, is reported by the Berliner Mittag to have authorised her agent to offer for sale the Palais Schaumburg, her beautiful castle at Bonn. The castle is estimated to be worth at least £125,000, and is free of mortgages.

The newspaper affirms that the princess has signified her intention of settling for good in Luxembourg, where the ruling grand duchess, her great friend, has promised her and her husband permanent domicile. This decision was only reached after a serious crisis. The princess's family had given her to understand that in view of her husband's numerous escapades she must either divorce him or face social ostracism.

She had already yielded to their request, and called for her lawyer, when a telegram came from Herr Zoubkoff asking her to meet him in Belgium during the Easter holidays. She went. Herr Zoubkoff promised faithfully, only to reach a new leaf. He even gave his word that he would take up permanent employment once they had a permanent home together. She accepted his plea.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA & JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
THIONDARI	BATAVIA	10th May	13th May	AMOT & SHANGHAI
TJISAROE	S'HAU, AMOT & K'LONG	14th "	18th "	BATAVIA
TJIMANOEK	JAVA, MACASSAR	21st "	23rd "	AMOT & SHANGHAI
TJILWONG	DALAT, AMOT	21st "	23rd "	BATAVIA
TJIPANANG	BATAVIA	24th "	26th "	AMOT & SHANGHAI
TJISONDARI	JAVA, MANILA	27th "	29th "	BATAVIA
TJISALAK	S'HAU, K'LONG	4th June	6th June	AMOT & SHANGHAI
TJIKARANG	DALAT, AMOT	4th "	6th "	MACASSAR & S'BAT
TJIREMBANG	BATAVIA	7th "	10th "	AMOT & SHANGHAI
TJIMANOEK	S'HAU, K'LONG & AMOT	11th "	13th "	BATAVIA
TJITAROE	DALAT, AMOT	18th "	20th "	BATAVIA
	JAVA, MACASSAR	15th "	20th "	AMOT & SHANGHAI

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ALBERT HALL.

REMARKABLE "FAITH CURE" SCENES.

CRIPPLES "MADE WHOLE."

PEOPLE WAIT IN QUEUE FOR EIGHT HOURS.

LONDON, April 7th.

Amid fervent shouts of "Hallelujah," "Glory be to God," and "Praise His Name," 1,000 converts to the Elin Four-Square Gospel Alliance were one by one plunged below the surface in a huge tank of water in the Albert Hall last night.

This was the culmination of a great whirlwind revivalist campaign throughout the country by "Principal" George Jeffreys.

He and his colleagues claim hundreds of "faith cures." The first to be baptised last night was Miss F. Munday, of Southampton. She was stated to have been bed-ridden for 14 years with tuberculosis, which shortened one leg by 4 inches. After the "laying-on of hands" she claimed to have been immediately cured.

As people came forward for baptism Mr. Jeffreys introduced them. A man who had been completely paralysed for many years, a woman so twisted and crippled that her head almost touched her knees, both now without a trace of the complaints from which they are said to have suffered—these were merely typical of dozens baptised.

The specially-constructed galvanised iron tank was covered with imitation grass and surrounded with growing roses, arum lilies, palms, and other plants. It was filled with water, and by means of an inflow and an outfall represented the flowing of the River Jordan. The water was luke-warm.

Waist Deep In Water.
"Principal" Jeffreys stood waist-deep in the tank. The candidates walked one by one down the steps into the water, and were plunged below the surface. The women wore white dresses and the men white shirts and trousers.

All were smiling happily as they descended into the tank; some were singing, and some waved their hands to the congregation of 10,000 who shouted fervently all the time. There was no self-consciousness anywhere. That the people had been convinced by this young pastor there was no doubt.

Every member of his vast audience last night was spellbound throughout his address, and when he had finished explaining the symbolism of baptism no fewer than 53 people came forward demanding to be "saved."

"I wonder," Mr. Jeffreys said, "that men are not being saved in thousands when they see cripples made whole, when they see vicious growls withering away, when eyes that cannot see, and ears that are deaf are opened."

His voice was carried to every part of the great hall by means of loud speakers. Specially arranged flood-lights and lime-lights were directed on the tank, while the baptisms were taking place.

There were queues outside the Albert Hall eight hours before the meeting started, and many hundreds who had hoped to secure admission without tickets were turned away.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES: C. Co. Steamers
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 9th May.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 15th May, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th May, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

8th May, 1928. [6231]

THE EAST ASIATIC CO., LTD. COPENHAGEN.

THE Motor Vessel "MALAYA" having arrived, Consignees of Cargo are hereby notified that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th May, 1928, 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ashie on 12th May, 1928, at 10 a.m.

All Claims against the vessel must be presented to the Underwriter before the 18th May, 1928, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.

Hong Kong, 8th May, 1928. [6230]

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE M.V. "EEMLAND"

having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th May, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 9th May, 1928, at 10 a.m. by our Surveyors, Messrs. Goddard and Douglas.

All Claims must be made before the 24th May, 1928, or they will not be recognised.
No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.
JEBSEN & CO., Agents.
Hong Kong, 3rd May, 1928. [5216]

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & SHANGHAI	"HUPEH"	On 9th May	4 p.m.
SWATOW & SHANGHAI	"CHENAN"	On 10th May	8 p.m.
SWATOW & SHANGHAI	"SUICHANG"	On 11th May	10 a.m.
HONGKONG	"TAIKOO WANG YAN"	On 12th May	9 a.m.
AMOI, SWATOW & SHANGHAI	"ANHUI"	On 13th May	9 a.m.
SWATOW & SHANGHAI	"KAIYANG"	On 14th May	Noon
SWATOW & SHANGHAI	"KWEIYANG"	On 15th May	Noon
SWATOW & SHANGHAI	"LUOHOW"	On 16th May	Noon
AMOI, SWATOW & SHANGHAI	"SHANTUNG"	On 17th May	8 p.m.
SWATOW & SHANGHAI	"YUNNAN"	On 18th May	8 a.m.
WHARF, SWATOW & SHANGHAI	"KUEICHOW"	On 19th May	4 p.m.
HONGKONG	"LINAN"	On 20th May	10 a.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 21st May	Noon
SWATOW & SHANGHAI	"ANKING"	On 22nd May	6 a.m.
SWATOW & SHANGHAI	"KALGAN"	On 23rd May	9 a.m.
SWATOW & SHANGHAI	"KANOHOW"	On 24th May	Noon
AMOI, SWATOW & SHANGHAI	"ANTUNG"	On 25th May	6 a.m.
SWATOW & SHANGHAI	"KWANGCHOW"	On 26th May	Noon

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HONGKONG TO SYDNEY—19 DAYS.

VESSEL	DATE OF DEPARTURE	DATE OF ARRIVAL
TAIPING	11th May	18th May
OHANGTE	15th May	22nd May
OHANGTE	19th May	26th May
OHANGTE	23rd May	30th May

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AMERICAN & MANCHURIAN LINE
 (ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG	VIA	DATE
"CITY OF EASTBOURNE"	Via Suez Canal	11th May
"ADELPHI"	Via Suez Canal	15th May
"CITY OF NEWCASTLE"	Via Suez Canal	19th May
"HELENUS"	Via Suez Canal	23rd May

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FAST MOTOR VESSELS

TO

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M.V. "JAVANESE PRINCE" ... 10th May

M.V. "JAVANESE PRINCE" ... 5th June

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MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles

D'ARTAGNAN ... 9th May

G. METZINGER ... 23rd May

SPHINX ... 5th June

ANGERS ... 19th June

From Dunkirk Antwerp, London

ST. KIANG (Cargo) 22nd May

For Shanghai, Japan and North China

ST. KIANG (Cargo) 22nd May

For full Particulars, apply to—
Cie. des MESSAGERIES MARITIMES,
 Telephone: C. 661 and 740.

Shipping News

Arrivals and Departures, etc.

ARRIVALS.

May 7th.
 Corona, Norwegian str., 1,983 tons,
 Capt. O. M. Klette, from Canton,
 lying at buoy No. B51—
 Dodwell & Co.

President Jefferson, American str.,
 8,443 tons, Capt. A. O. Lustie,
 from Shanghai, which port she
 left on May 6th, with 2,000 tons
 of general cargo, lying at Kow-
 loon Wharf—American Mail
 Line.

May 8th.
 Chenan, British str., 1,351 tons,
 Capt. J. D. Fraser, from
 Shanghai and Amoy, with a
 general cargo, lying at buoy No.
 B12—B. & S.

Chenoncaus, French str., 8,350
 tons, Capt. Clarice, from
 Shanghai, which port she left
 on May 6th, with 2,000 tons
 of general cargo, lying at Kow-
 loon Wharf—American Mail
 Line.

Chinkiang, British str., 1,350 tons,
 Capt. C. Stringer, from Canton,
 with a general cargo, lying at
 buoy No. B3—B. & S.

Chungking, Chinese str., 447 tons,
 Capt. Kwok Shan, from
 Tientsin, with a general cargo,
 lying at buoy No. C41—Yau
 Lee Nav. Co.

Hermud, Norwegian str., 840 tons,
 Capt. Paulsen, from Canton,
 lying at Kowloon Dock—Thore-
 sen & Co.

Huichow, British str., 1,280 tons,
 Capt. J. Beck, from Canton,
 with a general cargo, lying at
 buoy No. A36—B. & S.

Hydra 2, Norwegian str., 823 tons,
 Capt. L. Reed, from Bangkok,
 with rice and meal, lying at
 buoy No. C18—Thorensen & Co.

Neistan, British str., 1,571 tons,
 Capt. Alex. C. Inglis, from
 Swatow, with a general cargo,
 lying at buoy No. B23—Fou
 Nam S.S. Co.

Tai Fook Sing, Chinese str., 1,408
 tons, Capt. H. Madsen, from
 Saigon, which port she left on
 May 6th, with rice and general
 cargo, lying at buoy No. C18—
 Hoek Guan Hong.

Tai Sze Ma, Chinese str., 409 tons,
 Capt. Chau Foo, from Wuchow,
 with a general cargo, lying at
 Tai Hing Wharf—Tin Hang
 Co.

Tattori Maria, Japanese str., 5,973
 tons, Capt. N. Egama, from
 Yokohama, which port she left
 on April 24th, with 1,050 tons
 of general cargo, lying at
 Kowloon Wharf—N.Y.K.

Passengers.

The following passengers arrived
 by the a.s. President Jefferson from
 Shanghai, yesterday for Hong
 Kong:—Mrs. M. E. Boyd, Mr. S.
 Baker, Mr. and Mrs. D. T. Buck-
 ley, Miss Helen Cameron, Miss C.
 M. Chen, Miss A. Fong, Mr. and
 Mrs. A. J. Fisher, Mr. R. Grim-
 shaw, Mr. H. Hildebrand, Mr.
 Gerald H. Hutton, Mr. Ho. Look
 Seng, Mr. H. H. Hsu, Mr. and
 Mrs. Robert Kerr, Miss Ardell
 Kerr, Mr. and Mrs. B. Koo, Mrs.
 Kock, Mr. Kock Dai, Mr. and
 Mrs. Sydney Lund, Mrs. L. Lowe, Mr.
 R. Laurens, Mr. K. B. Ling, Mr.
 Leung Yok Leun, Mr. W. K. Loy,
 Mr. Lee Ying, Mr. Lu Yick Chow,
 Miss Mildred Leach, Mr. Louis
 Molino, Mrs. Ma Ying Bue, Miss
 Mar, Mrs. Ma Joe Young, Mrs.
 Ma Wing Tsang, Miss Ma, Mr.
 and Mrs. H. J. Post, Dr. R.
 Schider, Mr. John Smith, Mr.
 Harry Shaw, Mr. J. E. Sanders,
 Mrs. O. Strijbosky, Mrs. S.
 Scholer, Miss G. Tye, Miss E. M.
 Wyman, Mr. and Mrs. J. J.
 Waters, Mrs. W. G. Worcester, Mr.

The following passengers left
 Hong Kong by the Chenoncaus,
 which sailed yesterday for Mar-
 seilles via ports:—Mr. I. D.
 Wallis, Mrs. M. M. de Cruz,
 Mr. J. Beck, Mr. and Mrs. R.
 Gordon, Mr. and Mrs. J. E. El-
 lenbach, Mr. M. J. Elenbach,
 Mr. Watson, Mr. H. W. Stokes,
 Rev. Fr. Ruault, Rev. Sister
 Hortense, Mr. W. W. Hornell,
 Mr. and Mrs. C. Cabral, Misses
 Cabral, Mr. A. F. de Garcia, Mrs.
 A. V. Aragao, Mr. Lefevre, Mrs.
 F. M. L. S. Jorge, Rev. Father
 Saunier, Dr. Felix d'Horta, Mr.
 J. Loch, Dr. Ramon de Santos,
 Miss C. de Santos, Miss S. Luman-
 lan, Mr. Horellon, Mr. J. G.
 Marques, Mr. C. M. de Santos,
 Mr. J. A. de Santos, Mr. M. Gannat,
 Mr. C. Leary, Mr. J. Begineci,
 For a.s. President McKinley, for
 San Francisco via Northern and
 Japanese ports, on May 8th:—Mr.
 F. A. Hollabaugh, Mr. L. Howe,
 Mrs. J. C. McSutchen and two
 children, Mr. C. H. Ortman, Mrs.
 A. Perry, Miss J. B. Perry, Miss
 S. Simmons, Mr. A. B. Giles, Mr.
 A. Pastor, Mrs. C. B. De Pastor,
 Mr. J. Reese, Miss G. Baggarly,
 Father J. V. McEvoy, Father F. X.
 Rooney, Miss H. L. Bailey, Miss
 G. Boyer, Mr. J. H. M. Butler, Mr.
 J. B. Daniels, Mrs. N. S. Daniels,
 Master J. Daniels, Mr. M. Gamboa,
 Mr. E. J. Green, Mrs. E. Green,
 field and two children, Miss N. H.
 Knapp, Mr. A. M. Massabini, Mr.
 and Mrs. O. M. Moore, Mrs. R.
 Ortman, Miss N. Ortman, Mr. S.
 Urguio, Mrs. M. White, Miss M.
 White, Mr. E. E. Christensen, Mr.
 C. E. Christopherson, Dr. B. Joven,
 Mrs. I. Joven, Master L. Joven,
 Mrs. J. M. Wilson, Mr. J. L.
 Hunter, Miss A. A. Bailey, Miss
 H. B. Wallace, Mr. S. C. Shu, Mr.
 C. H. Chwang, Mr. A. S. Withers,
 Mr. K. S. Lui, Mr. W. L. Wong,
 Mr. R. A. Bailey, Miss E. Atkin-
 son, Mrs. L. R. Howe, Mr. H. Shear-
 man, Mr. and Mrs. W. H. Shear-
 man, Mr. E. Johnson, Mr. T. Wallock,
 Mr. and Mrs. Chang See Chung,
 Mr. P. D. McFest, Mr. H. P.
 D'Arcy, Mr. M. Borgheer, Mr. H.
 A. McComb, Mr. and Mrs. F. K.
 Dennett, Mrs. L. R. Ashby, Mr.
 and Mrs. F. E. Hinnerger, Mr. and
 Mrs. F. E. Shriver, Mr. A. E.
 Willsher, Master Ballantyne, Capt.
 and Mrs. Geo. Anderson, Mrs. L.
 M. Smith, Mr. S. Leon, Mr. and
 Mrs. (Continued on next column).

NAVAL AND MILITARY.

APPOINTMENTS AND SHIP CHANGES.

Engineer-Comdr. W. J. Bond has
 been nominated as engineer officer
 of the cruiser Cambrian. He has
 recently been serving in the cruiser
 Castor, on troop service to
 China.

H.M.S. Kent, the last of the five
 cruisers of the 1924 programme,
 which was completed at Chatham
 Dockyard, and was now ready for
 trials a month ago was ordered to
 proceed to Portsmouth from April
 10th to May 1st. The Kent, Capt.
 J. Wolfe-Murray, D.S.O., will be
 ready for service about July next,
 and is to go to China to relieve the
 Hawkins as flagship of the Com-
 mander-in-Chief.

It is expected that the next
 change to be notified in the com-
 position of the squadrons on foreign
 stations will be the relief of the
 Levenst, of the Sixth Cruiser
 Squadron, Africa Station, by the
 Carle, now in the Fifth Cruiser
 Squadron, China. The Carle, Capt.
 G. W. Hallifax, is under
 orders to return to England on being
 relieved by the new cruiser
 Suffolk, Capt. Neil O'Neill. The
 Carle has had nine years' service
 in the Far East, and will be taken
 in hand for a long refit.

A change took place on April 9th
 in the post of Flag-Lieutenant to
 the Commander-in-Chief at Plym-
 outh, Lieutenant-Commander K.
 H. Grant, late executive officer of
 the cruiser Carle in China,
 having taken it over.

Lieutenant W. Hodgson, O.B.E.,
 D.W.R., is granted the local rank
 of Captain, while serving as State
 Adj. in the Federated Malay
 States (September 5th, 1927).

H.M.S. Cornwall, Captain the
 Hon. W. S. Leveson-Gower,
 D.S.O., which arrived at Port-
 smouth on March 31st from Devon-
 port, is ordered to be completed on
 May 10th. The Cornwall belongs to
 the 1924 programme, and should
 have been completed during the
 last financial year, but has been
 delayed. She is to replace the
 Vendictive in China.

Mrs. P. Paustian, Mr. and Mrs.
 J. E. Cale, Mr. Quann Wye, Mr.
 Chan Chong, Mr. E. Wykes, Mr.
 and Mrs. D. Ballantyne, Baron C.
 Braun, Mr. J. N. Ferreira, Mr. H.
 B. Hawkins, Mr. A. E. Corbet, Mr.
 and Mrs. E. M. Raymond, Mr.
 and Mrs. C. Doolos, and Mr. W.
 J. A. Mellon.

A

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 PLETE REPORT

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"KWONGSANG" ... Wed., 9th May, at 10 a.m.

"HOPSANG" ... Sun., 13th May, at Noon

"KWAISANG" ... Tues., 15th May, at Noon

"HANGSANG" ... Sat., 20th May, at Noon

OSAKA via AMOI, SHAI MOI & KOBE

"RUTSANG" ... Sat., 19th May, at 7 a.m.

CANTON

"WAISHING" ... Wed., 9th May, at 9 p.m.

STRAITS & CALOUTTA

"YUENSANG" ... Mon., 14th May, at 3 p.m.

SANDAKAN

"MAUSANG" ... Wed., 9th May, at Noon

TIENTSIN

"CHIPSING" ... Fri., 11th May, at 10 a.m.

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Motor Vessel "GLENARA" ... (via Oran) 23rd May

Steamship "GARNABYONSHIRE" ... (via Oran) 15th June

Steamship "PEMBROKESHIRE" ... (via Oran) 13th July

Steamship "GLENSHANE" ... (via Oran) 8th Aug.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENBEG" ... 15th May

Steamship "PEMBROKESHIRE" ... 23rd May

Steamship "GLENIFFER" ... 9th June

Steamship "GLENSHANE" ... 23rd June

Steamship "CARDIGANSHIRE" ... 9th July

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7

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Freight S.S. "Goettingen" ... departure 12th May

Freight S.S. "Alster" ... departure 10th June

Freight S.S. "Dessau" ... departure 20th June

Pass. S.S. "SAARBRUCKEN" ... departure 30th June

Freight S.S. "Ilmar" ... departure 11th July

Pass. S.S. "COBLENZ" ... departure 28th July

Passenger steamers sailing via Manila and Ports to Genoa,
 Amsterdam, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles,
 Rotterdam, Hamburg and Bremen.

NEXT OUTWARD SAILINGS:

Freight M.S. "Trove" ... due here 12th May

Freight S.S. "Fiala" ... due here 20th May

Pass. S.S. "SAARBRUCKEN" ... due here 4th June

Freight S.S. "Bismarck" ... due here 20th June

Pass. S.S. "COBLENZ" ... due here 2nd July



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SIBERIA MARU (Calla Keelung) ... Tuesday, 15th May

TAIYO MARU ... Tuesday, 29th May

TENYO MARU ... Tuesday, 12th June

LONDON via Singapore, Suez, Marseilles & Ports.

HAKOZAKI MARU ... Saturday, 19th May

HAKUSAN MARU ... Saturday, 2nd June

KITANO MARU ... Saturday, 18th June

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 23rd May

TANGO MARU ... Wednesday, 20th June

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU ... Friday, 11th May

MOJI MARU ... Sunday, 27th May

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

RAKUYO MARU ... Thursday, 31st May

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

HAKATA MARU ... Wednesday, 9th May

NEW YORK and/or BOSTON via PANAMA.

TSUYAMA MARU ... Sunday, 13th May

FUJI MARU ... Wednesday, 13th June

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

TOYOOKA MARU ... Wednesday, 23rd May

CAIRO via Singapore, Penang & Rangoon.

CEYLON MARU ... Saturday, 19th May

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 18th May

SHANGHAI, KOBE & YOKOHAMA.

DURBAN MARU (Calla Negasaki) ... Sunday, 13th May

NAGATO MARU (Moji direct) ... Sunday, 13th May

HARUNA MARU ... Monday, 14th May

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Shipping News

Daily Statement, Waterfront News,
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

GOOD IMPORTS.

THROUGH CARGO LOW.

Fourteen arrivals and eight departures were recorded at the Harbour office yesterday for the period ending at 9 a.m. yesterday and general merchandise discharged from ten vessels amounted to 18,110 tons. The two best cargo returns were from the s.s. *Royal Arrow* (American) with 11,717 tons from San Pedro, and the s.s. *Tai Fook Shing* from Saigon with 2,200 tons of rice. Only six vessels carried cargo for through ports, and of the total of 5,343 tons, four British ships carried 3,185 tons.

The s.s. *Tanda* (British) showed the best cargo return with 9,600 tons of general merchandise from Melbourne and Manila, while the s.s. *President McKinley* also carried 9,225 tons from Manila.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	5	3
Japanese	1	1
Norwegian	1	2
Chinese	4	2
Dutch	1	0
American	2	1
Total	14	8

VESSELS EXPECTED.

Australian-Oriental Line.
Taiping, May 11th.
Changle, June 8th.

Bank Line.
City of Eastbourne, May 11th.
City of New Castle, May 11th.
City of Chester, May 27th.
City of Tokyo, June 9th.
City of Cardiff, June 22nd.
City of Peking, July 7th.
City of Bedford, June 22nd.
City of Osaka, July 13th.
City of Evansville, July 20th.

Ben Line.
Becheuch, April 11th.

Bina Funnell Line.
Adrasus, May 15th.
Helena, May 18th.
Patroclus, May 18th.
Orestes, May 20th.
Teucer, May 22nd.
Perseus, May 25th.
Menelaus, May 29th.
Pyrrhus, May 30th.
Hector, May 31st.
Rhesus, June 8th.
Mentor, June 10th.
Tyndarus, June 10th.
Dardanus, June 12th.
Antenor, June 13th.
Oanfa, June 20th.
Anchichus, June 25th.
Diomed, June 26th.
Atreus, June 27th.
Glaucus, June 29th.
Proteus, July 3rd.
Lycan, July 6th.
Philoctetes, July 8th.
Ningehou, July 18th.
Achilles, July 21st.
Talthybius, July 24th.
Thebes, July 25th.
Aeneas, July 30th.
Elpenor, August 22nd.
Machaon, September 19th.

British India and Apear Line.
Satipara, May 15th.
Santia, May 15th.
Taima, May 24th.
Taliwa, May 31st.
Tilawa, May 31st.
Takada, June 5th.
Talamba, June 15th.

Canadian Pacific Line.
Empress of Asia, May 15th.
East Asiatic Co., Copenhagen.
Siam, June 15th.
Danmark, July 18th.
Eastern and Australian Lines.
St. Albans, June 4th.
Arafura, July 9th.
Olan Line.
Glenbeg, May 13th.
Pembroke, May 23rd.
Gleniffer, June 9th.
Glenelg, June 29th.
Cardigan, July 9th.

Hamburg-America Line and
Hugo Stinnes Liniel.
Adolf Von Baryer, to-morrow.
Friedland, May 10th.
Ludwig, May 29th.
Hindenburg, June 19th.
Albert Voegler, June 19th.
Rhein, June 24th.
Oldenburg, July 7th.

Java-China-Japan Lijn.
Tjiondani, to-morrow.
Tjiondani, May 14th.
Tjiondani, May 21st.
Tjiondani, May 28th.
Tjiondani, May 28th.
Tjiondani, June 4th.
Tjiondani, June 4th.
Tjiondani, June 7th.
Tjiondani, June 18th.

Massageries Maritimes.
D'Aragnan, to-day.
St. Jean, May 22nd.
General Meisinger, May 23rd.
Sphinx, June 5th.
Angers, June 19th.

Nippon Yusen Kaisha.
Hakata Maru, to-day.
Tamba Maru, May 19th.
Tayama Maru, May 19th.
Toyooka Maru, May 19th.
Hakozaki Maru, May 18th.
Mishima Maru, May 22nd.
Tayama Maru, May 22nd.
Fuji Maru, May 24th.
Mitsurori Maru, May 29th.
Hakusan Maru, June 1st.
Tenyo Maru, June 4th.
Morioka Maru, June 7th.
Wakasa Maru, June 8th.
Dakar Maru, June 10th.
Sado Maru, June 10th.
Asaka Maru, June 10th.
Kitano Maru, June 15th.
Korea Maru, June 19th.
Tango Maru, June 19th.
Haruna Maru, June 29th.
Durban Maru, July 9th.
Aki Maru, July 24th.
Kamakura Maru, July 25th.

Peninsular and Oriental.

Delta, to-morrow.
Kashgar, May 12th.
Nagasaki, May 12th.
Deranka, May 17th.
Labore, May 19th.
Mirapore, May 20th.
Kidderpore, May 22nd.
Ranpara, May 24th.
Malwa, May 28th.
Alipore, May 31st.
Jeyapore, June 2nd.
Nankin, June 5th.
Khyber, June 7th.
Rawalpindi, June 21st.
Nellore, July 3rd.
Kashmir, July 6th.
Rajputana, July 19th.
Kalyan, August 2nd.
Kalyan, August 16th.
Kalyan, September 13th.
Kalyan, September 27th.
Kalyan, October 12th.

Prince Line.
Javanese Prince, to-morrow.
Japanese Prince, June 5th.

Mordentecher Lloyd, Bremen.
Traver, May 12th.
Pfaff, May 20th.
Saarbrücken, June 4th.
Harmscheid, June 20th.
Coblenz, July 2nd.

DAILY WATERFRONT NEWS.

[BY LONGSHOREMAN.]

Lying Inshore.

Two mistresses of cargo boats appeared before Comdr. J. B. Newill at the Marine Court yesterday morning for mooring their craft at a distance less than 100 yds. from the low water mark between the prohibited hours of 9 p.m. and 5 a.m. on the 8th instant.

Lee/Sergt. Ryan was in charge of the case and the two defendants pleaded guilty. The magistrate imposed a fine of \$10 or 10 days' hard labour.

Asiatic Deck Passengers.
Asiatic deck passengers arriving in the Colony during the 24 hours ended at 9 a.m. yesterday numbered 1,094. The passengers were carried by seven vessels.

MERCHANT VESSELS IN PORT.

The following vessels were in port yesterday:—

British: *Empress of Russia*, *Newchwang*, *Tanda*, *Chenai*, *Chinkiang*, *Chip Shing*, *Kwang Sang*, *Chinkua*, *Sui Sang*, *Taikeo Wany*, *Kwei Yang*, *Lyemun*, *Taihybius*, *Mau Sang*, *Haihong*, *Bolton Castle*, *Cheng Shing*, *Borneo*, *Gorgistan*, *Sunatra*, *Taikeo*, *Kwai Sang*.
American: *President McKinley*, *Royal Arrow*.
Norwegian: *Hydra 2*, *Kronprins Olaf*, *Proper*, *Imminent*, *Hiran*, *Halidor*, *Botnia*, *Proten*, *Daviken*.
Portuguese: *Kong On*, *King On*.
French: *Van Tolkenhoven*.
Japanese: *Sung Shan Maru*, *Dashu Maru*, *Kyo Maru*, *Shinsei Maru No. 17*.
Chinese: *Chung Kong*, *Tai Fook Sing*, *Tai Fook Sing*, *Wing Wo*, *Tai Lee No. 1*, *Hain Foo Sing*, *Soon Ann*, *Lee On*, *Hung On*, *Hung Chov*, *Tejo*, *Hoi Cheong*, *Haimun*, *Ban Poo Sun*, *Lee Cheong*, *Gen. H. Kine*, *Man Sun*, *Phranang*.
Dutch: *Hermes*, *Tjiondani*, *Jan Otto*, *Hong Kong*, *Hankow*.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* arrived at Yokohama at 7.30 a.m. yesterday and left at 5 p.m. She is due at Hong Kong on the afternoon of Tuesday, May 15th, and will sail for Manila at 5 p.m. on Wednesday, May 16th.

The P. & O. s.s. *Kalyan*, from Hong Kong, arrived at Marseilles on May 7th at 7.30 a.m.

The motor vessel *Japanese Prince*, from New York, sailed from Shanghai yesterday (Tuesday) morning, and is expected to arrive here to-morrow (Thursday) afternoon.

SUNRISE AND SUNSET.

	Sunrise	Sunset
To-day	5.47 a.m.	6.53 p.m.
To-morrow	5.48 "	6.54 "
Friday	5.45 "	6.54 "

Swedish East Asiatic Co., Ltd.
Nanking, May 25th.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
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GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KASHGAR"	9,005	12th May	Marseilles, L'don, Antwerp & Hull
"ALIPORA"	9,358	19th May	Mars, L'don, Antwerp, B'burg, Hamburg, Bremen, London
"KIDDERPORE"	9,358	22nd May	Strait, Colombo, B'burg, & Karachi
"MALWA"	10,988	29th May	Bombay, Marseilles and London
"ALIPORA"	9,358	31st May	Strait, Colombo and Bombay
"JEYPORE"	9,358	2nd June	Mars, L'don, Antwerp, B'burg, Hamburg, Bremen, London
"DELTA"	9,097	5th June	Strait & Bombay
"MIRZAPUR"	9,715	19th June	Bombay, Marseilles and London
"RANPURA"	10,601	23rd June	Mars, L'don, Antwerp, B'burg, Hamburg, Bremen, London
"NOVARA"	9,369	30th June	Marseilles, L'don, Antwerp & Hull
"KHYBER"	9,114	7th July	Bombay, Marseilles and London
"RAWALPINDI"	10,619	21st July	Mars, L'don, Antwerp, B'burg, Hamburg, Bremen, London
"NANKIN"	7,058	28th July	Marseilles, London & Antwerp
"KASHMIR"	8,885	4th Aug.	Bombay, Marseilles and London
"RAJPUTANA"	10,568	18th Aug.	Bombay, Marseilles and London
"NALDERA"	10,088	1st Sept.	Bombay, Marseilles and London
"KALYAN"	9,144	15th Sept.	Marseilles, L'don, Antwerp & Hull
"KASHGAR"	9,005	29th Sept.	Marseilles, L'don, Antwerp & Hull
"NOVARA"	10,333	13th Oct.	do
"KARMA"	9,153	27th Oct.	do
"MACDONALD"	11,120	10th Nov.	do
"KHYBER"	9,114	24th Nov.	do
"MALWA"	10,946	8th Dec.	do
"NALDERA"	10,088	22nd Dec.	do

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"HATIPARA"	7,764	18th May	Singapore, Penang & Calcutta
"PALMA"	10,000	26th May	do
"TALIWA"	7,936	4th June	do
"SANTIA"	7,754	12th June	do

* Cargo only.
B.I.—Apear Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	9,958	1st June	Manila, Batavia, Thursday
"ST. ALBANS"	4,500	29th June	Manila, Batavia, Thursday
"ARAFURA"	9,000	3rd Aug.	Manila, Batavia, Thursday
"TANDA"	9,958	31st Aug.	Manila, Batavia, Thursday

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Kobe, Cebu, Kolumbugan, Tawau, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"DELTA"	9,097	10th May, 5 p.m.	Shanghai, Kobe & Yokohama
"NOVARA"	9,369	12th May, 5 p.m.	Shanghai, Kobe, Osaka & Yokohama
"DEVANHA"	9,155	17th May	Shanghai, Kobe & Yokohama
"MIRZAPUR"	9,715	21st May	Shanghai, Kobe & Yokohama
"SANTIA"	7,754	22nd May	Shanghai, Kobe & Yokohama
"KANPURA"	10,601	25th May	Shanghai, Kobe & Yokohama
"TALIWA"	10,000	2nd June	Shanghai, Kobe & Yokohama
"NANKIN"	7,058	5th June	Shanghai, Kobe & Yokohama
"ST. ALBANS"	4,500	5th June	Shanghai, Kobe & Yokohama
"KARADA"	8,949	7th June	Shanghai, Kobe & Yokohama
"KHYBER"	9,114	7th June	Shanghai, Kobe & Yokohama
"RAWALPINDI"	10,619	21st June	Shanghai, Kobe & Yokohama
"NANKIN"	7,058	28th June	Shanghai, Kobe & Yokohama
"KASHMIR"	8,885	4th July	Shanghai, Kobe & Yokohama
"ARAFURA"	9,000	10th July	Shanghai, Kobe & Yokohama
"RAJPUTANA"	10,568	18th July	Shanghai, Kobe & Yokohama
"KALYAN"	9,144	15th Aug.	Shanghai, Kobe & Yokohama
"TANDA"	9,958	31st Aug.	Shanghai, Kobe & Yokohama
"NALDERA"	10,088	1st Sept.	Shanghai, Kobe & Yokohama
"KASHGAR"	9,005	29th Sept.	Shanghai, Kobe & Yokohama
"ST. ALBANS"	4,500	27th Sept.	Shanghai, Kobe & Yokohama
"KARMA"	9,153	27th Sept.	Shanghai, Kobe & Yokohama
"ARAFURA"	9,000	3rd Oct.	Shanghai, Kobe & Yokohama
"MACDONALD"	11,120	13th Oct.	Shanghai, Kobe & Yokohama
"KHYBER"	9,114	24th Oct.	Shanghai, Kobe & Yokohama
"TANDA"	9,958	31st Oct.	Shanghai, Kobe & Yokohama
"MALWA"	10,988	10th Nov.	Shanghai, Kobe & Yokohama
"NALDERA"	10,088	24th Nov.	Shanghai, Kobe & Yokohama
"MANUWA"	10,946	8th Dec.	Shanghai, Kobe & Yokohama
"KALYAN"	9,144	22nd Dec.	Shanghai, Kobe & Yokohama

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must carry their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passages, Freight, Hand

